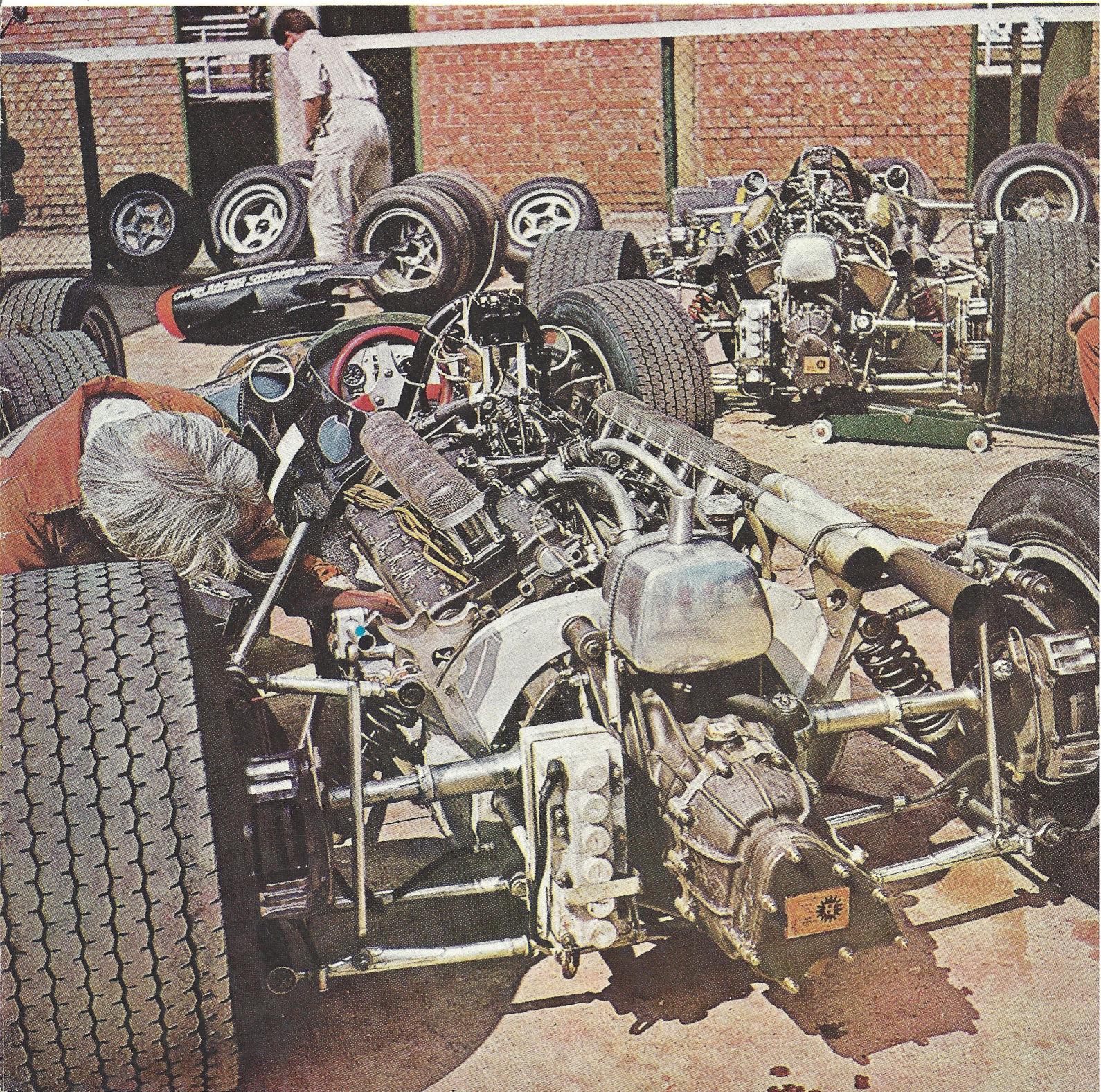


AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

50

F1 Survey—Temporada: Dino double—Rhodesian GP



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper December 13 1968 Volume 37 Number 24

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MEMBER OF THE
AUDIT BUREAU OF
CIRCULATIONS

editorial

STEAM RADIO

HERE have been many criticisms, some of them justified, about television coverage of motor racing, and this has helped to push into the background the excellent service supplied almost unobtrusively by BBC radio throughout the year. We have had bulletins and reports on most of the international races and rallies in this country, thanks mainly to the work of Robin Richards, and over the last three years every single Continental Grand Prix—apart from one, for technical reasons—has been covered, so that British listeners can know fairly detailed results almost immediately after the end of the race. There were even radio reports of the Canadian, American and Mexican Grands Prix, and more recently there has been a supply of information on the London-Sydney Marathon. Radio coverage should not be forgotten among the complaints about TV.

CUTTING DOWN ON COMMUNICATIONS

THE RAC have discovered that, following the Government's instructions to local authorities to cut down the expenditure on road maintenance by 15 per cent, several councils have decided to implement these dictates by drastically reducing their funds available for snow clearance, and salting and gritting roads during snowy or icy weather.

Exactly a year ago there was a sudden cold spell, and Britain's traffic ground to a halt because our local authorities are not properly equipped to deal with wintry conditions; not every winter in this country brings difficult road conditions, but from the amount of preparations that are made by some councils one would think that snow and ice are never seen. On the Continent proper precautions are taken in advance, but now our own facilities are to be further reduced.

Surely our communications system is vital enough for there to be some nation-wide direction, as there is in other countries, to ensure that each local authority has funds and equipment to keep everything turning over in the really bad weather which inevitably comes from time to time? The motorist's present huge tax burden, properly administrated, could cover the cost with ease.

And the further implications of a decision to cut down road maintenance—surfacing, road signs and route improvements—will mean more deterioration of the conditions under which the British motorist must do his motoring.

our cover picture

No racing machinery has quite the glamour, the complexity or the noise of a Formula 1 car. This is the business end of a BRM P133 in the Silverstone paddock before last May's Daily Express Trophy race. Our Seasonal Survey of Formula 1 racing starts on page 22 of this issue.

Photo: Robin Rew.

Andretti for Ferrari? 1969 graded drivers Prod sports for 1970

Prancing Mario

Early this week rumours continued to grow that Mario Andretti was giving very serious consideration to a substantial offer from Scuderia Ferrari. The Rex Mays 300 at Riverside on December 1 decided the 1968 USAC Championship in Bobby Unser's favour, and now that Andretti has not won the championship he will now not have quite the dollar-earning capacity on the USAC trail next year. He is, therefore, thinking very seriously about Formula 1—he is known to be very keen to do a proper F1 season—and the prospect of an Italian-born driver with real race-winning potential in the Ferrari team is obviously a very attractive one for Maranello.

Although Andretti has already formed an association with Gold Leaf Team Lotus through his drive at Watkins Glen in October, Colin Chapman has been quoted as saying that he thinks two cars is enough to campaign in a full Grand Prix season, although he would presumably consider running a third car in addition to Hill's and Rindf's for certain races like the American GPs. It is thought that Ferrari's offer to Andretti encompasses Formula 1 and also the CanAm Series, for which Ferrari have a potentially very powerful weapon in the 6.3-litre Group 7 car which appeared at the final CanAm round this year.

It seems that Mauro Forghieri, who shepherded the Ferrari Formula 1 effort this year, is likely to spend more time at the factory next season, while Ing Marelli, who was in charge of Tasman operations last January, takes care of the Grand Prix programme. It also seems likely that Mike Parkes will manage the Group 6 effort in long-distance classics, for which Ferrari are

building a team of brand-new and apparently very light 3-litre prototypes.

To grade or not to grade

Timekeeper Roland King-Farlowe has worked out the list of graded drivers for next year; the FIA rules accept as graded for two years anyone who has finished in the first six in a World Championship Formula 1 race on two or more occasions, or in the first three in a Championship Group 4 and 6 race on two or more occasions. The World Champion is automatically graded for five years, and the European F2 Champion for one, provided that he has scored maximum points in at least three of the championship rounds. Writing in *BARC News*, RKF gives the list as:

Amon, Beltoise, Bianchi, Bonnier, Brabham, Courage, Elford, Foyt, Gurney, Hawkins, Herrmann, Hill, Hulme, Ickx, McLaren, Mitter, Neerpasch, Oliver, Parkes, Redman, Rindf, Rodriguez, Siffert, Stewart, Stommelen, Surtees.

All these, except for Foyt, Gurney and Parkes, automatically qualify for 1970; by reason of their World Championship titles, Brabham remains automatically graded for 1971, Hulme for 1972 and Hill for 1973. Incidentally, we gather that for the purpose of Formula 5000, which is to be open to non-graded drivers only, "graded drivers" means those who qualify because of Formula 1 activity, and not for Group 4 and 6 results, which means that Paul Hawkins, for example, will be allowed to race in F5000 next year.

Club rule revisions

Following a joint BRS/BARC/RAC Competitions Committee meeting, no changes are announced for prod sports car racing next



Temporada pow-wow: Winkelmann team-mates Jochen Rindt and Alan Rees ponder on the Dino's V6 power and YB11 handling—see page 8.

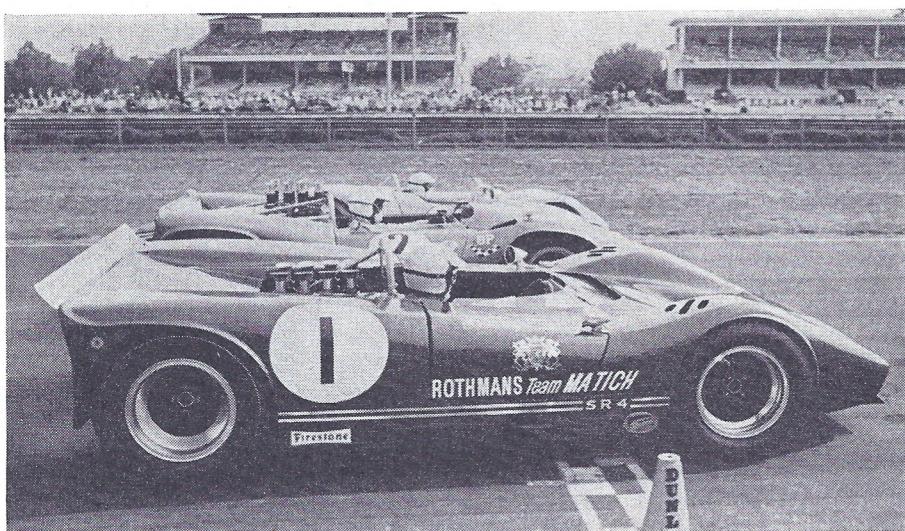
season, but for the 1970 season head and block must definitely be of standard origin; inlet manifolds must fit original port faces, and fuel injection is banned except when it forms standard or optional production equipment; gearbox housing and number of ratios, although not the ratios themselves, must remain standard; rear axle casing and final drive casing must remain standard, although limited-slip diffs and altered ratios are allowed; and—a ruling which affects many cars now racing—the standard chassis and/or stress-bearing body structure must be retained completely, but may be strengthened. The type of suspension, *i.e.* beam axle or independent, must remain unaltered, although geometry and springing system may be modified.

To obviate the need for a specific list of accepted GT cars for club racing, any homologated Group 3 or 4 car which is not a prod sports machine, plus any car meeting Group 6 requirements but not eligible for the saloon category, will automatically be deemed to be a Special GT. It is confirmed that clubmen's formula sports cars must comply with RAC Vehicle regulations AA and BB, but do not need headlights; the top capacity limit is now 1600 cc, to allow the crossflow Cortina GT engine to be used, but other rules—minimum cockpit width of 32 ins, no limited-slip diffs, no more than four forward gears, and pushrod engines of Ford or BMC manufacture only, without fuel injection—remain unchanged.

London-Sydney progress

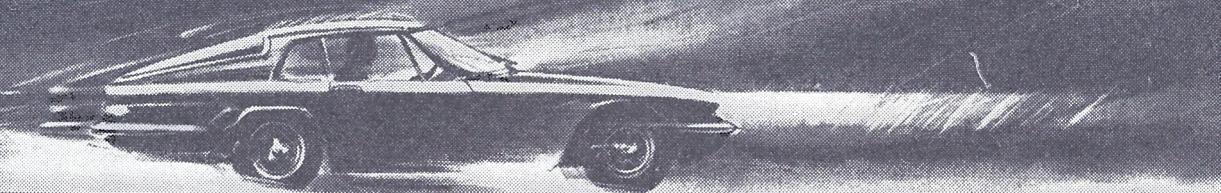
The table we published last week showing the progress of each of the 98 cars on the London-Sydney Marathon as far as Bombay was complete except that seven cars had not reached Bombay when we went to press. In fact, none of these arrived in time to get on the ss *Chusan*, so the 72 cars we showed as having completed the first part of the event make up the complete cargo of the ship (at the last minute it was decided to allow two more cars on).

The additional seven retirements are as follows: the Bombelli Lotus Cortina arrived in Bombay on the back of a truck; the Franklin Cortina GT blew its engine in Turkey and the crew was stuck with no money, either for a new engine or for the fare home; the Williams 1800 finally arrived on December 5 (the Thursday) having rolled; the Brierley Lotus Cortina was another to drive in on the back of a truck; the McLeod Alfa has disappeared completely; the Wadia

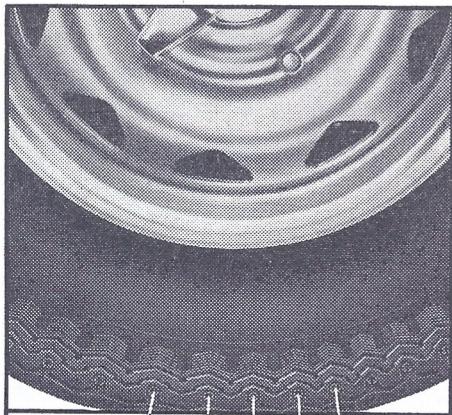


Frank Matich powers the new Matich-Repco SR4 off the line at Warwick Farm to score the 760 four-cam Repco engine's first-ever race win. The 4.4-litre engine develops 600 bhp, the car is very light, and Matich plans a CanAm programme for 1969, helped by Rothmans sponsorship. Behind it is Neil Allen's Elfin; our Hordern Trophy meeting report is on page 15.

join the Aquajet set



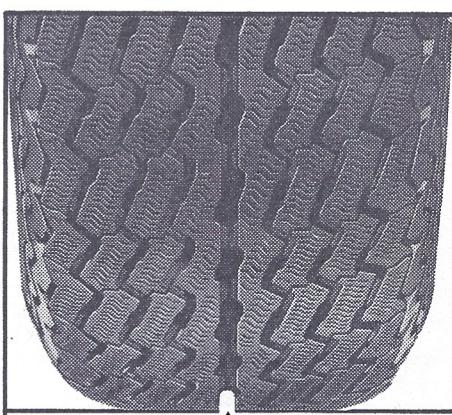
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Indian Lotus Cortina arrived after the ship had sailed; and the Lunn Falcon, which had had gearbox troubles in Tabriz, is being taken back home to Australia.

Rosemary Smith, who was repairing the Irish Lotus Cortina outside the Bombay control and thus made the eighth gap on our table, did catch the boat, although she and Lucette Pointet are now suffering from 'flu. Meanwhile, BARC Competitions Manager Grahame White, who had to have a kidney removed in Erzincan, is back in London and recovering well in Hammersmith Hospital (no visitors yet, please).

Tomorrow (Saturday) the 72 survivors will set off again from Perth for Sydney, where they are due to arrive on the 17th. The Roger Clark/Ove Andersson works Lotus Cortina is leading at the moment.

Ecurie Ecosse in F2

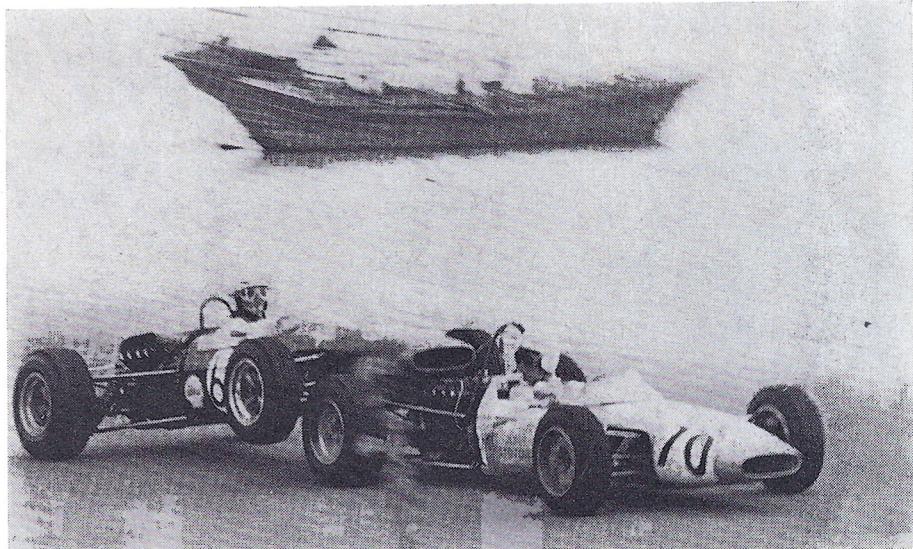
Ecurie Ecosse will return to international racing next year with an ex-Winkelmann Formula 2 Brabham BT23C—Jochen Rindt's car this year—which will be campaigned in selected European F2 events and in the bigger British club meetings, including the *formule libre* races at Ingliston. Driver will be Graham Birrell, the elder of the Birrell brothers, who raced a Perdall Escort this year and has driven the Ecosse-Imp single-seaters. Veteran EE mechanic Stan Sproat will look after the car, which will be delivered after the Temporada Series.

Ecurie Ecosse, who are famous for their C-type and D-type Jaguar successes in the 1950s—Flockhart and Sanderson won Le Mans in an EE D-type in 1957—have not raced internationally since 1966. The team is supported by the Ecurie Ecosse Association, with 1600 members in 42 countries.

MRE's FF team

MRE specialists Motor Racing Enterprises, of St Johns Road, Tylers Green, Penn, Bucks (Penn 2108), will campaign two Mk 11A FF Merlins next year in conjunction with Ford main dealers Hughes of Beaconsfield. Drivers will be Dave Morgan and A. N. Other, possibly another F3 name who had a team drive last year. MRE have purchased the ex-Chequered Flag transporter and will carry a complete stock of Merlin spares to all meetings, including the FF international continental events.

MRE have appointed as their agents in Brazil Scorzelli Enterprises, run by former



Albert Poon's Brabham, accelerating hard out of Rothman's Corner during the Macau GP, mounts Tony Mitchell's Merlyn. The two cars travelled thus for almost 300 yds before Poon bounced off, losing his nose cone, and passed Mitchell, only to retire almost immediately. Note the junk in the background.

Macau GP

Fuller details have filtered through from Macau, the Portuguese colony on the Chinese coast, of the 15th Macau Grand Prix, which we reported briefly in *Pit and Paddock* in our November 22 issue. This *formule libre* event around 45 laps of the bumpy, hazardous 3.8-mile harbour road circuit was won by Jan Bussell of Singapore (twin-cam Brabham) at an average speed of 72.68 mph; Indonesian Hengkie Iriawan was

second in an Elfin 600, with Max Brunninghausen's Alfa TZ2 third a lap behind. Early pacemakers were Albert Poon (Brabham t/c) and the works Mitsubishi Colts of Mochizuki and Masuko; Mochizuki crashed in the early stages and Masuko had electrical trouble, while Poon retired after losing his nose cone in the incident pictured on this page. Supporting races went to Steve Holland (Lotus 47) and Peter Crow (1300 Alfa).

MRS pupil Carlos Scorzelli and American Chris Gleason; it seems that both FF and the Mk 11A are going down well in Rio.

Cor Blimey, Cobber

Paul Harrington, freelance journalist, frequent contributor of club race reports to *AUTOSPORT*, assistant Press officer at Brands Hatch, and with his own public relations firm (Autofact), is emigrating with his wife and three small children to Australia after Christmas. The move comes as a result of a chance conversation in the Brands Hatch Press box with Warwick Farm chief and

former BARC official Geoff Sykes, who told Harrington that there was a job going as Manager of Motor Racing Organisation at Sandown Park.

Sandown is near Melbourne and is backed by ex-racing drivers Bib Stillwell and Bill Patterson; Paul's first job will be running the final round of the forthcoming Tasman Series, and he will also have a hillclimb course, Lakeland, under his jurisdiction. Paul, who is 30, has been helping with club motor racing organisation—especially with the Rochester, Chatham & DMC—since he was a boy, and has also had spells with the RAF and the Bank of England. *AUTOSPORT* wishes him lots of luck in his new job.

Mirage wins in Mozambique

The Lourenço Marques 3 Hours last Sunday gave the Mirage-Ford its first win since being bought by Malcolm Guthrie. Guthrie and Mike Hailwood won from the Team Gunston Ferrari P4 of Paul Hawkins, Brian Redman's works Chevron-BMW and the Porsche 910 of Charles Lucas.

Initial leader was Mike de Udy in his Lola-Chevrolet, but after 23 laps the re-engined 5.9-litre car retired with a suspected broken piston and Hawkins, whose car was running with a spare engine after the misfiring experienced at Bulawayo, took over the lead with a half-lap advantage over Hailwood, with Redman and Lucas following. Just after making a stop for fuel at the halfway mark, Hawkeye stopped again to remove sand from the P4's throttle slides—the race was run in a high crosswind—and the Mirage was presented with a two-lap lead, with Guthrie now

at the wheel. Despite a further bout of misfiring, Hawkins closed the gap and when he eventually unlapped himself Guthrie handed back to Hailwood, who left the pits with a 33 secs lead with 30 minutes left; he actually increased this before the Ferrari stopped again with more throttle slide trouble, leaving Hailwood to cruise home.

Redman had to make three stops after various incidents, putting Luke temporarily into third place, but the Porsche too had to visit the pits after an incident lapping a slow backmarker and the Chevron repassed.

Fifth was the Carrera 6 of Clive van Buuren/Bruce van der Merwe, from the incredible Jack Holme Elan, codriven by John Rowe, and the Paddy McNally/Digby Martland Porsche 911T, running as a G3 car and not as a saloon. Eighth was the very fast Renault R8 of Phil Porter. The Index of Performance went to the Holme/Rowe Elan from the McNally/Martland 911T. Full report next week.

Costin-Walker tie-up

Frank Costin, famous for his design work on Lotus, Vanwall, Marcos, Nathan and other machines, is planning an amalgamation with Formula 4 specialist Johnny Walker. The 1969 range of Walker single-seaters described in *Pit and Paddock* in our November 29 issue has been designed by Costin and range from F4, via a twin-cam 1600 *formule libre* car of astonishingly compact dimensions, to a projected Formula 5000 version. Costin's latest road car, code-named Omega, which uses the 2-litre ohc Vauxhall engine and will be produced in kit form at a very competitive price, has been running as a prototype for several months, and has completed a lengthy Continental trip as part of its pre-production testing. A wooden monocoque chassis is used and, thanks to an all-up weight of 12 cwt, performance is pretty startling, even with the engine in standard form.

Briefly . . .

● Sid Taylor will run a works-blessed Lola T70 Group 4 car in major international races next year, as well as a Formula 5000. No drivers have yet been fixed. Another with his eyes on Formula 5000 is John Surtees, who is thinking about building a car for sale over here and in the USA for Formula A; naturally it would use a Surtees/Weslake-developed Chevrolet engine, although for Formula 5000 special heads—including the homologated Gurney-Ford heads—are not allowed.

● Gerhard Mitter has definitely left Porsche for BMW, and will drive with Jo Siffert in the Formula 2 team next year. The latest low-line F2 engine will be used in a new all-BMW monocoque. BMW have also tested motorcyclist Hans-George Anscheidt and Formula Vee king Gunter Huber in 2002 saloons.

● Sergio Neder, driving a Ford Falcon, averaged 117.77 mph to win the recent 1300-mile Grand Prix El Mercurio, a three-stage Chilean road race. Similar cars driven by Martorello, Gimeno and Santander filled the next three places, and Neder was only 1½ mins ahead of Martorello after almost 11 hours' driving.

● Pygmée plan a two-car Formula 2 team for next season; Patrick Dal Bo, son of Pygmée chief Marius Dal Bo, and Eric Offenstadt will drive the cars, which will be based on their monocoque F3 machines.

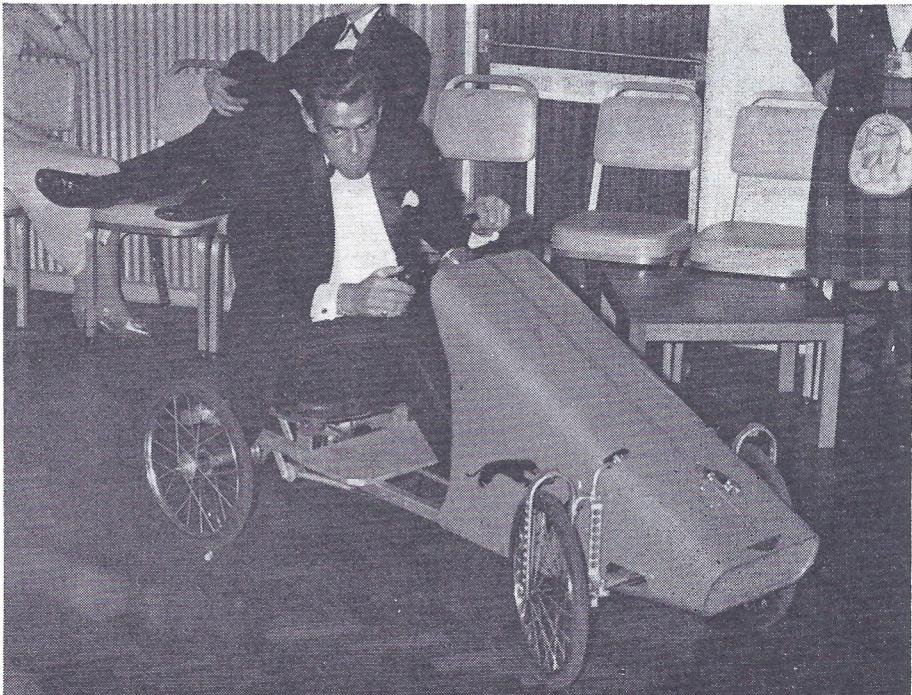
● At the BBC Television Sportsview Personality of the Year Award presentation on December 5, Graham Hill won the runner-up award; the trophy was won by Olympic hurdler David Hemery.

● A large number of motor racing personalities mingled with parents and boys at the annual prizegiving of the Springfield Boys Club last week. Graham Hill, who is of course president of the club, presented the prizes, and also present were Bette Hill, Denny Hulme, Les Leston, John Webb, Peter Gethin, Tony Lanfranchi, Tim Parnell, Tony Robinson and many more. Motor racing commentator Anthony Marsh devotes an enormous amount of time to the club, which has always had close ties with motor racing.

● The last model of the AC 289, the coil-sprung version of the famous Cobra, has just been shipped to the USA, marking the end of this type's illustrious six-year life. AC production is now completely concentrated on the Frua-bodied 428 Convertible and Fastback models. In all, around 800 leaf-spring and 600 coil-spring Cobras, with 4.2, 4.7 and 7.0-litre engines, were built; the majority were exported, mainly to America where they were assembled by Carroll Shelby, and they earned well over £1 million in foreign currency.

● Richard Knight, whose exploits a while back in a Lotus 23 will be remembered, is to campaign an F3 Martini next year in England and on the Continent.

● The World Champion's year was the subject of a very entertaining and informative talk given by Graham Hill the other week to the London MC, of which he is Vice-President. Graham described in detail the Grands Prix and the development of the Lotus 49B during his successful season. Particularly interesting were his comments on aerofoils, which he feels are here to stay; there was no question, he said, of wings holding back F1 four-wheel-drive development, as they were likely to work well in unison. Raymond Baxter was on hand to thank Graham.



A sun-tanned David Hobbs, just back from the Springbok Series, does a demonstration lap of the floor in the Jaguar Apprentices' F1 pedal car at the JAMC dinner-dance recently. David is an ex-Jaguar apprentice himself. Contrary to rumour, Bernard White's plan to buy a McLaren M7A for Hobbs to race in F1 next year has not borne fruit, although David will drive JW again next year in Group 4 and 6.

● Page Tours have published their 1969 catalogue of motor racing visits which contains details of 26 tours, ranging from a £14 trip to the Le Mans 24 Hours to a £285 15-day holiday to New York and Bermuda which takes in the Indianapolis 500. Despite currency limitations and French political troubles, last year more people watched Continental motor racing via Page Tours than ever before. The catalogue is available free from Page & Moy Ltd, 221 Belgrave Gate, Leicester LE1 3HW (Tel: Leicester 24181).

● Practice for the 1969 *Daily Mail* Transatlantic Air Race from the top of the Empire State Building in New York to the top of the GPO tower has already begun. John Moody, who works for a travel agent consortium, has averaged almost exactly 500 mph between the two spots using a combination of helicopter, Boeing 707 and AC 428 Fastback; the trip took 7 hr 9 m 10 s.

● Castrol are to make available free or on loan a wide variety of equipment needed by clubs organising motoring events. Apart from armbands for marshals, scrutineers, judges, timekeepers, etc, they also offer ballasted inflatable course markers, very attrac-

tive poster blanks incorporating a Michael Turner painting, start and finish banners and so on. The Castrol film library, incidentally, now contains 17 motor racing and motor cycling titles as well as other subjects ranging from driving technique to powerboat racing. Further details from Castrol Clubs Dept, Castrol Ltd, Castrol House, Marylebone Road, London NW1.

● Alan Woode, who has scored 19 wins and broken four lap records this season with his 1150 frog-eyed Sprite, has formed Woodpecker Racing Improvements, which will specialise in all forms of specialised Spridget engine and chassis modifications for road and track. WRI are at 6 Lower Road, Little Hallingbury, near Bishop's Stortford, Herts.

● The makers of Vat 69 whisky are honouring the year 1969 by introducing various awards in most branches of sport; in motor racing, the contest will be fought out in all rounds of the World Championship, plus the Race of Champions, the Daily Express Trophy at Silverstone and the Oulton Park Gold Cup. Scoring will be double FIA points—18-12-8-6-4-2—and the first driver to score 69 points will win the award, a pair of cut-glass decanters.

AUTOSPORT DIARY

INTERNATIONAL EVENTS

November 23 to December 17. *Daily Express* London to Sydney Marathon.

December 15. Autodromo Zonda, San Juan, Argentina (F2 Temporada, round 3).

December 22. Buenos Aires Autodrome, Argentina (F2 Temporada, final round 4).

December 26. Pietermaritzburg Three Hours, Roy Hesketh Circuit, South Africa (Springbok Series).

January 4. East London, South Africa.

January 11. Cape South-Easter meeting, Killarney, South Africa.

Rally (Irish Shell Eire Rally Championship, round 5). Conyngham Service Station, Slane, Co. Meath, 13/960742, 8.30 pm.

December 14 to 15. CSMA/Bexley LCC closed copromoted Autumn Rally. The Phamly Man Garage, Godstone Road, Lingfield, 171/384436, 10 pm.

Rochester, Chatham & DMC restricted Allen Rally. Singlewell Service Station, 171/654707, 7.30 pm.

December 15. Tunbridge Wells MC restricted sprint meeting. Brands Hatch, near Fawkham, Kent, 12.30 pm.

M7C closed production car trial. Greens Forge Farm, Kingswinford, 130/861887, 11 am.

BRITISH CLUB EVENTS
December 13 to 14. Aer Lingus MC Mini-Monte

correspondence

Crowther's F3 Championship

ANOTHER exciting Formula 3 season is over, with as many races as ever being held all over Europe, but towards the end of the season more and more questions have been asked about the future of the formula.

Opinion has it that racing has become too hairy, with everybody having the same equipment and driving at 11 tenths to keep in the leading bunch, let alone win. Perhaps a change of engine capacity is necessary, but after a while when everybody has the latest tweaks the racing will be just as dangerous. Instead a grading system should be introduced similar to the European F2 Non-Graded Championship, with the graded top men having at least one year's experience in F3 and also occasional GT or saloon drives. Thus the "do-or-die" newcomers would not be thrown into the deep end straight away, and would not all be trying to leap straight to the top by using thrustful tactics.

Once again I am sending you my European Formula 3 Championship, as usual based on 9-6-4-3-2-1 points system, with the major European races being qualifying events. More and more different marques of car have come into Formula 3 racing this year. The Championship has been won by the flying Swede, Reine Wisell in a Tecno, from the experienced Roy Pike.

	pts.
1, Reine Wisell (Team Baltzar Tecno)	71
2, Roy Pike (Slot Stereo Systems Titan Mk 3)	58
3, Francois Cevert (Tecno)	45
4, John Miles (Gold Leaf Team Lotus 41X)	43
5, Ulf Svensson (Brabham BT21B)	42
6, Peter Westbury (Team Celerity Ian Walker Brabham BT21B)	38
7, Ronnie Peterson (Squadra Robardie Tecno)	35
8, Charles Lucas (Slot Stereo Systems Titan Mk 3)	28
9, Jean-Pierre Jabouille (Matra MS6)	27
Jean-Pierre Jaussaud (Meubles Arnold Tecno)	27

Several drivers, notably Chris Williams, Alan Rollinson and Mike Walker, have not had a very good season mainly because of mechanical trouble, but on occasions they have all proved that they are at the top of the F3 ladder by having the odd F2 drive. Chris Williams, in particular, surely warrants a regular F2 drive, having had three years' experience in F3 and being, in my opinion, the most stylish and polished driver and both in 1966 and 1967 the most successful British private entrant. Let us hope that these three drivers all move up into the F2 league to join many more of the leading stars.

ADRIAN CROWTHER.
BREADSALL, DERBY.

Time to make a fuss

AFTER competing in prod sports events for a season, I am somewhat perturbed by the regulations put out by the BRSCC and BARC. I understand that late in 1967 rules were drawn up referring to *marque* cars, as they were then called, setting out required rim widths and that bodywork should represent the standard silhouette. I also understand that these rules were to stand for three years. These rules have been followed, and now cars have appeared with fibreglass bodies; now the Spridget crowd have sprung wishbones and trailing arm suspensions, and ultra-light body-chassis units.

But the BRSCC and BARC now say that the body-chassis units for the 1970 season must remain unaltered, which in my opinion is a major regulation change taking place after only two years of the original rules. In the first place in order to be competitive, one had to have highly modified cars, so surely it is a backward step to put a ban on these?

Now is the time for us fibreglass/wishbone car drivers to make a fuss, as our cars will be scrap in another year. Surely the clubs concerned should take notice of a vote of club members on this, and not hold a drivers' meeting and then decide the regulations regardless of the comments put forward.

CHRIS SMITH.
WARLEY, WORCS.

Aerofoils: the importance of safety

I WOULD like to thank David Lanfranchi for his comments in *Correspondence* last week on my article, The Future of Aerofoils, but I think that he has rather missed the two main points of foils.

The first was the warning that circuits will have to be modified if cars are cornered by aerodynamic means. The much higher speeds involved on the "slow" parts of the circuits, and the danger of cars suddenly going out of control, will necessitate far more elaborate spectator protection, or the complete removal of the public from such areas. What is the good of a spectacle if nobody sees it?

The second main point was the vital necessity of interesting Big

Business in motor racing. Imagine the unenviable task of a chief engineer who is trying to get his board of directors to sanction the construction of a team of cars that corner by wind! In more than one country, I know that grand prix racing is being considered by great manufacturers, and I am convinced that this development will frighten them away.

If I may end on a personal note, I would like to refer briefly to Mr Lanfranchi's remark about vintage machinery. It is perfectly true that I am a motoring historian, but my interest in the latest racing engines is even greater. To me, the sight and sound of a grand prix engine flat out on the test bed is more exciting than any motor race.

FOUR ELMS, KENT.

JOHN BOLSTER.

Test drives for F1 to F5000 winners

LET England have in 1970 an International F5000 Championship over six races in 12 weeks at our principal racing circuits, *ie*, Brands Hatch, Oulton Park, Silverstone, Mallory Park, Snetterton and Thruxton. Let there be attractive prize money—and a guarantee by F1 teams to give the most successful drivers a test drive.

WATFORD, HERTS.

JEFFREY COLEMAN.

Best rally driver?

NOW that the RAC Rally has finished, and the London to Sydney Marathon is well on its way, there seems to be a great deal of controversy as to who is the best rally driver. Here, in my opinion, is a list of the top 10:

- 1, Timo Mäkinen;
- 2, Rauno Aaltonen;
- 3, Simo Lampinen;
- 4, Paddy Hopkirk;
- 5, Roger Clark;
- 6, Vic Elford;
- 7, Tony Fall;
- 8, Harry Kallstrom;
- 9, Carl Orrenius;
- 10, Tom Trana.

SITTINGBOURNE, KENT.

DAVID COLE-BROWN.

Thanks Abingdon

ACRES of copy have been written on the RAC Rally this year, and not a single word of thanks to the merry men of Abingdon's Special Tuning Department. I feel that some credit ought to be given to those who contributed so effectively to the Leyland effort.

Apart from stocking all sorts of unlikely bits and pieces, they were really very generous in their labours towards keeping the Corporation's products in the rally. Indeed, several private owners would not have finished without Special Tuning's "displacer and hydrostatic pump service"—not to mention all that welding rod. While the continental teams were left to have a crack at the awards unimpaired by Britain's Marathon-absorbed competitions departments, Special Tuning were greatly appreciated in the field.

In these days of *marque* clubs and magazines being chopped in the Leyland purge, I hope that this small thank-you will be some encouragement to the powers that be to retain this excellent service for Leyland product users. Maybe then it might even be repeated on other home Internationals?

RICHARD HUDSON-EVANS.

STRATFORD-ON-AVON, WARWICKS.

The galloping cost of FF

I WRITE in answer to R. E. Picton's letter printed in your magazine last week. Mr Picton makes the point that in his opinion a competitive Formula Ford car costs £1400 with a few spares, that certain people claim to be competitive for considerably less, and that one isolated car has been sold for £1250.

I would like to say that, as official agents for Macon Race Cars Ltd, we could sell Mr Picton, or anybody else for that matter, a competitive Macon for under the price limit. For example, the current works Macon as raced by novice driver Henry Clark is now for sale at £1000. This car has certainly proved to be competitive, having finished in the first six on each occasion it has been raced, and on the one time it was driven by an experienced driver it came first.

Although a works car, it is no different from any normal production model which would give the private entrant as good a chance of winning as anybody else—provided, of course, that his driving was good enough. Regarding engine costs it may interest Mr Picton to know that Clark's car has used the same slightly modified engine all the time; it cost under £200.

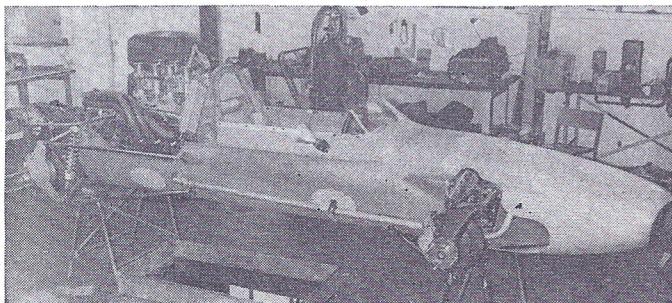
The last item in the letter deals with tyres; we feel that there are always rumours which never amount to anything tangible, and this is surely just such a rumour.

A. A. NUNN,
HARROW, MIDDX.

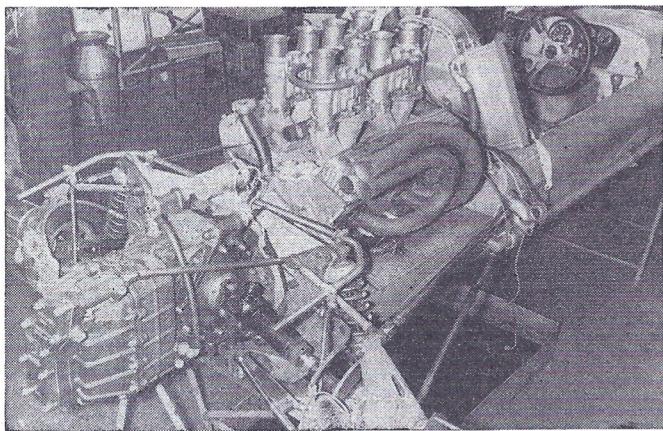
Nunnsped Racing.

The Editor is not bound to agree with opinions expressed by readers.

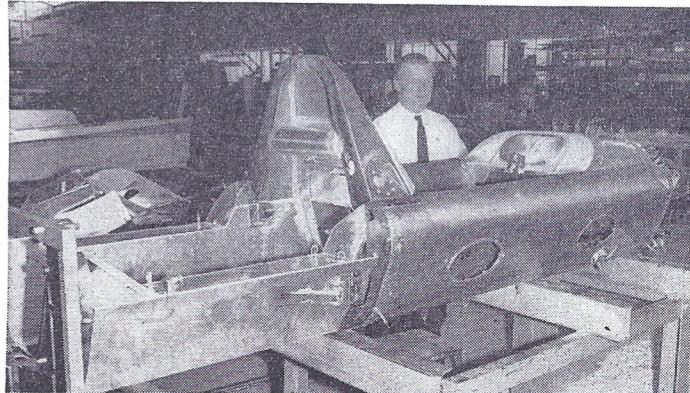
Cooper's new T90 for F5000



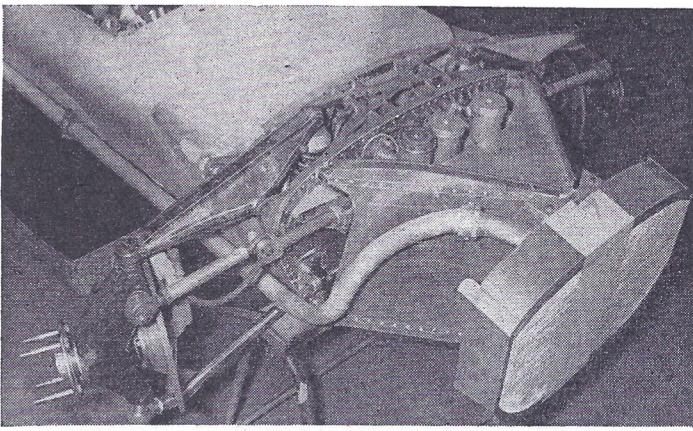
Power for Cooper's Formula 5000 series will come from the new Vegantune Chevrolet V8. Available with dry or wet sump, this engine uses Lucas fuel injection with Vegantune sliding throttles and roller tappet valve gear, and gives around 500 bhp.



A Hewland LG600 gearbox is used. The disc brakes follow previous Cooper F1 practice in being mounted outboard, but inboard of the uprights to keep them in the airstream.

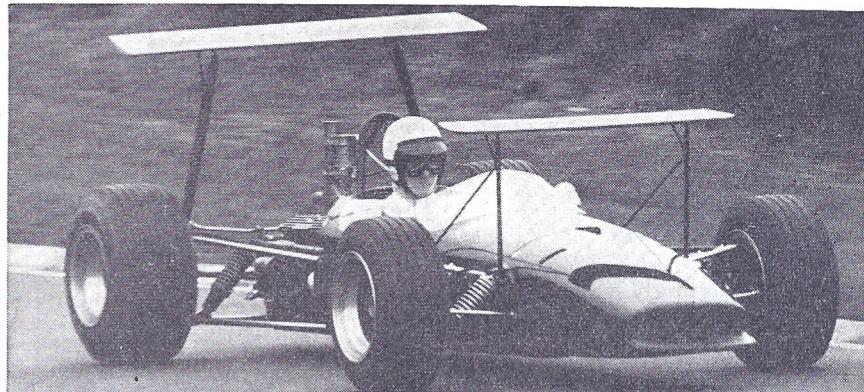
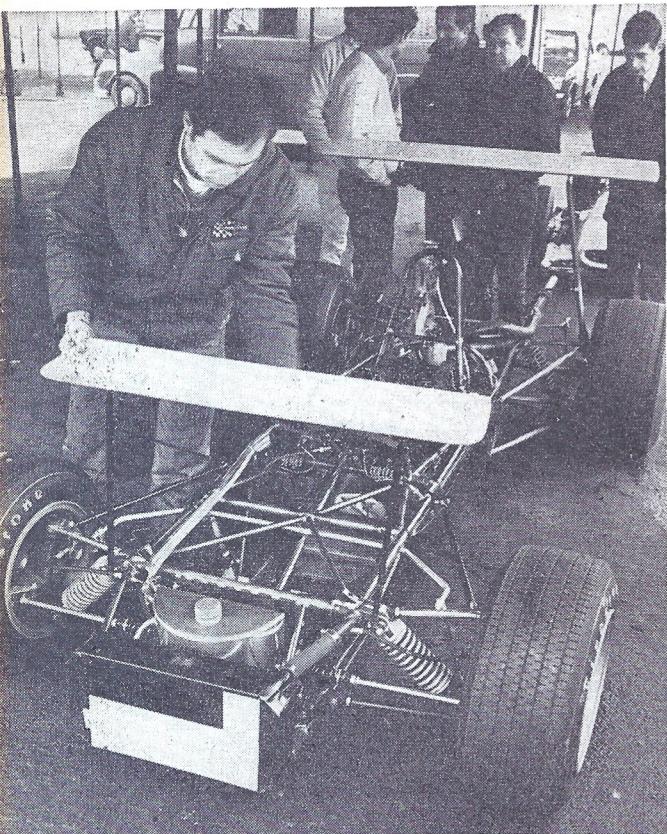


Tony Robinson, the T90's designer, stands behind a monocoque under construction on the jig. Note the massive roll-over hoop, which is part of the main structure. An initial production run of 24 cars is envisaged, with Jim Moore one of the first on the delivery list.



Front suspension is by triangulated lower wishbones and rocking upper arms, which actuate inboard coil spring damper units. The prototype has been tested at Goodwood by Robin Widdows, and production is under way.

Photos: Peter Burn.



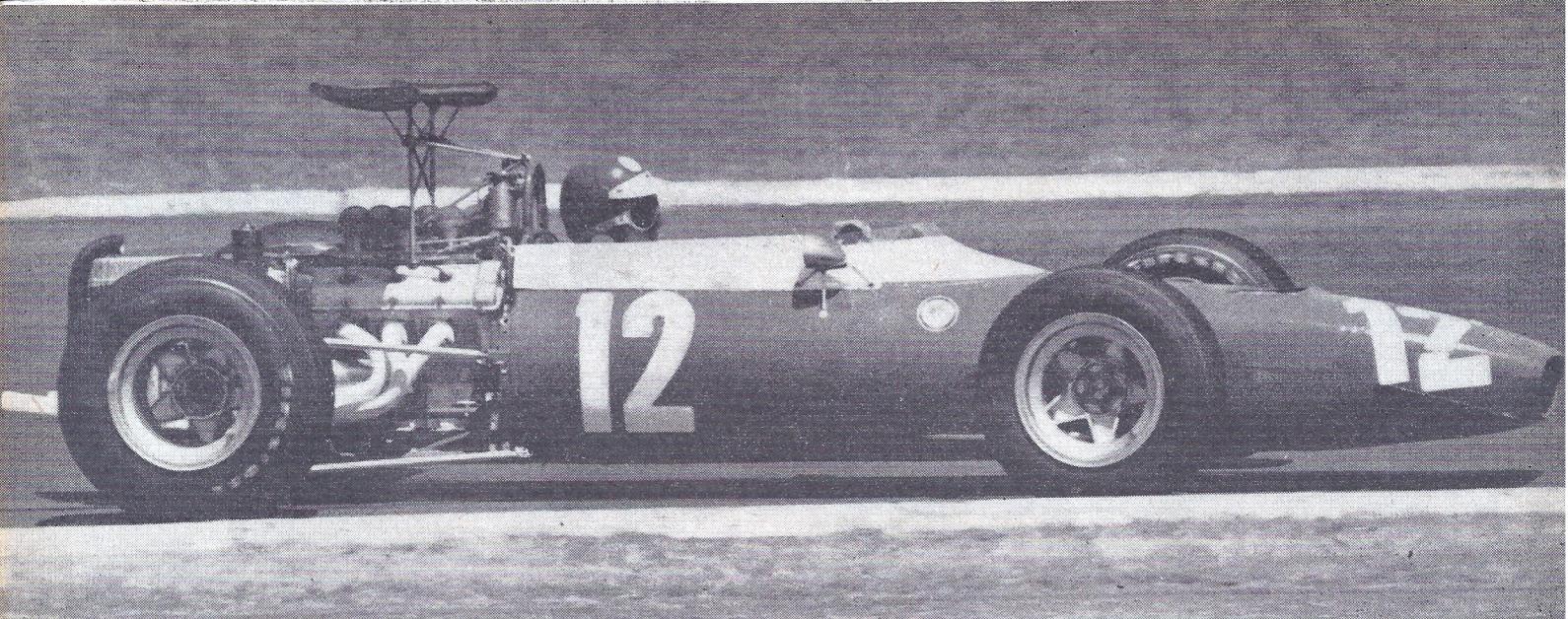
Despite the wet conditions during tests at Brands last week, Tim Schenken was lapping faster than any of the other F3 cars present, and seemed happy with the F1-inspired twin aerofoils.

Photos: Dave Graham.

Brabham's new BT21X for F3

In 1969 Tim Schenken will be representing the Brabham concern in major F3 races with the Rodney Bloor/Sports Motors BT28, which will receive sponsorship from one of Britain's leading cigarette companies. At the moment BT28 production has not yet started as Specialised Mouldings are in the process of making up the body moulds. However, Schenken has already begun testing with the BT21X, the BT28 prototype, which features a new chassis and various suspension modifications, together with a Formula 2-type body with a detachable nose-cone.

Although the 21X chassis is still instantly recognisable as a Brabham space-frame, it features several significant changes. BT23C-type front suspension with very wide-based wishbones is used. The frame features greater triangulation and is believed to be much stiffer than that of the BT21B. The car boasts front and rear aerofoils which, if testing is successful, will be available on cars sold to private entrants.



Tino Brambilla scored his and Ferrari's third F2 win in the opening round of the Temporada at Buenos Aires.

Brambilla's hat-trick

Ferrari 1-2 in opening Temporada round — Rindt retires

By Dr. VINCENTE ALVAREZ

TO Ernesto "Tino" Brambilla must now go the title for pretender to the throne of Formula 2 king Jochen Rindt. In the opening round of the Argentine Temporada at the Buenos Aires Autodrome on December 1, the former Italian F3 Champion scored his—and Ferrari's—third F2 victory in a row, once again leading team-mate Andrea de Adamich home in a Dino 1-2. Rindt's Winkelmann Brabham retired soon after one-third distance when one of its aerofoil support struts collapsed, and although he had led earlier, he was behind Brambilla at the time.

Third, over a minute behind the victorious red cars—which took the flag almost nose to tail—was Jackie Oliver in the Herts & Essex Lotus 48, with Clay Regazzoni's works Tecno the only other car not to be lapped. Of the Matras, Beltoise retired with fuel feed trouble after only 15 laps, but Pescarolo finished fifth, a lap behind the Ferraris.

HAVING dwindled from its original position as a series which included a round of the World Championship and a 1000 Kms sports car race to a chaotically organised four-race F3 series, the Argentine Temporada did not take place at all in its customary place on the calendar last January. Two of the circuits that had been used were bumpy and dangerous—for spectators as well as drivers—and the presence of the works F3 Matra team, with Beltoise, Servoz-Gavin and Jaussaud, in the 1967 Series meant that the result of each race was almost a foregone conclusion.

This year the YPF Club, a sport-promoting organisation backed by a state petrol com-

pany, decided to remodel the Temporada into something very much better, and rumours are strong that the eventual goal is a return to F1. With the idea of avoiding any clash with the Tasman Series, the dates were moved forward to December, and none other than Fangio was hired and sent off on a tour of Europe to promote the coming series and encourage entries. With two new tracks to replace the unlamented road circuit at Mar del Plata and the airfield at Mendoza, plus the well-appointed Buenos Aires Autodrome for the other two rounds, and very great efforts and expense with organisation and promotion, all seemed set for a promising series.

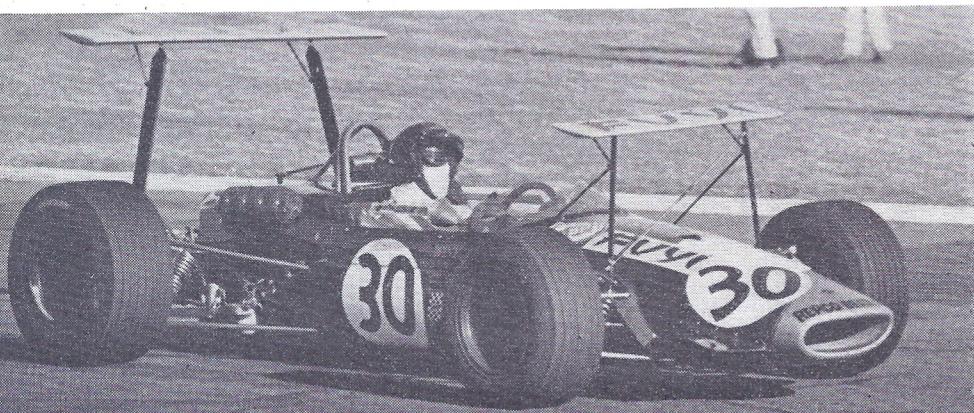
ENTRY

ATOTAL of 21 cars were lined up for the first round, over circuit No 9 of the various available in the BA Autodrome network; this is a shortened version of the No 2 circuit on which the Formula 1 races used to be run.

Most important entries from the point of view of the local *aficionados* were the seven cars for local drivers. The YPF Club, anxious to ensure that their local heroes had up-to-date machines, dealt directly with Frank Williams and Ron Harris, and Frank brought out four Brabham 3123Cs for Juan Manuel Bordeu, who used to be Fangio's protégé and raced in Europe in the early days of Formula Junior; Jorge Cuperio and Carlos Pairetti, who have both raced in F3 in Europe; and 42-year-old Turismo Carretera (Argentine Saloon) expert Eduardo Copello, who was TC Championship runner-up this year to Pairetti after winning the Championship last year. Ron Harris supplied three Tecnos, for Andrea Vianini (who did quite a lot of European sports car racing four seasons ago in a Porsche), Carlos Reutemann and Carlos Marinovich. In Argentina we are keenly awaiting the appearance of another Fangio, and if any of these local lads prove their worth, they will be given every encouragement to race internationally in the future.

Tecnos were numerically strongest, for apart from the three cars mentioned above, Ron Harris had brought his own No 1 car for Pedro Rodriguez, while Jo Siffert and Clay Regazzoni were in works Tecnos. Jonathan Williams had the much-modified de Tomaso car, and Carlo Facetti and Silvio Moser brought the Tecno total to nine. On the Brabham front, Frank Williams had BT23C/1, the ex-Pico Troberg car, for Piers Courage, as the car Piers used in Europe this year is now busily winning races in New Zealand in the hands of new owner Roly Lewis, while Winkelmann Racing had their customary BT23Cs for Jochen Rindt and Alan Rees.

In the works Matras were European F2



Jochen Rindt provided the greatest opposition to the Firestone-shod Ferraris with his Winkelmann Brabham BT23C, but his rear aerofoil fell off.

Champion Jean-Pierre Beltoise and Henri Pescarolo, while a lonely Lotus flag was flown by Jackie Oliver's Herts & Essex Aero Club car, now owned by Irishman Gerry Kinnane; Mo Nunn was in attendance as reserve driver. And then there were the Ferraris.

PRACTICE

PRACTICE began unofficially on the Wednesday before the race, with the local drivers taking the opportunity to settle down with their new mounts. But local enthusiasm took a sharp knock when Carlos Pairetti's brand-new BT23C was almost completely destroyed by fire. The car had stopped out on the circuit and a Frank Williams mechanic (Jon Redgrave) went out and got it going. As Pairetti drove slowly back to the pits with Redgrave on the back the car caught fire and, although both men jumped clear, they had to watch in intense frustration as the car burned for almost half an hour (as it was an unofficial session, there were no fire-fighting crews on hand). So the 1968 Argentinian Champion was already out, although Frank Williams was making arrangements to fly spares out from England to rebuild the car in time for future rounds.

On Thursday Piers Courage was quickest with a 1 m 22.9 s, and old Eduardo Copello was getting nicely in the groove with his BT23C, recording 1 m 23.3 s, 0.1 sec faster than Oliver's Lotus. Brambilla and de Adamich did some fairly gentle laps to learn which way the road went; Bordeu, accustomed himself to his car, was doing around 1 m 26 s. Most drivers found their cars very over-gearred, and for Friday's official practice everyone was gearing down.

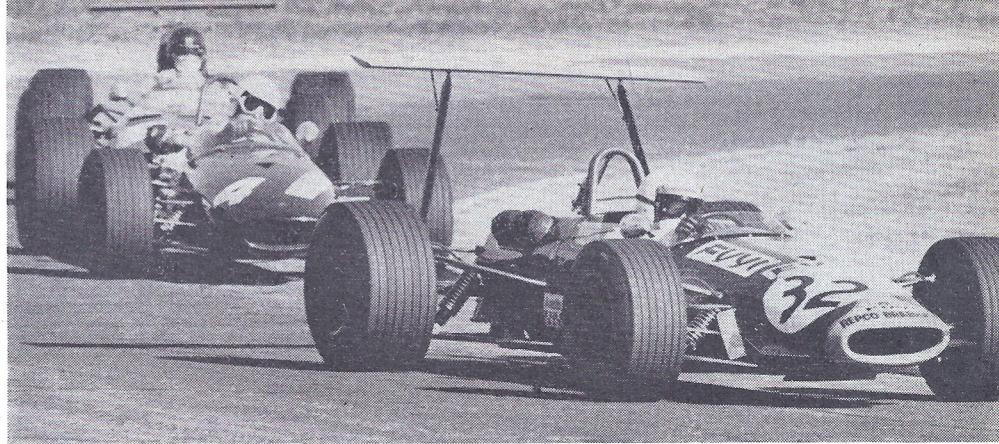
The Friday session was meant to be confined to two hours in the morning, but this was extended to include a further two hours in the afternoon. In the morning no-one approached the Thursday times of Courage or Copello, but then in the afternoon Rindt appeared and put everyone in their place with a 1 m 20.0 s (95.55 mph). Clay Regazzoni got down to 20.3 in the works Tecno, and de Adamich equalled this, with teammate Brambilla 0.4 secs slower, his 1 m 20.7 s tying with Oliver.

Saturday's session was official qualifying, and Rindt made sure of pole position with a tremendous 1 m 18.9 s (96.79 mph). He did 22 laps in the session, and 10 of them were under the 1 m 20 s mark. Andrea de Adamich was circulating for most of the session and was frequently just under the 1 m 20 s barrier; right at the end he did two consecutive 1 m 19.0 s laps to earn the middle spot on the front row. Brambilla was still fractionally slower than the bespectacled law student, but eventually posted a 1 m 19.4 s for the outside position on the front row. Regazzoni was still going well, and his 1 m 19.7 s shared the second row with Beltoise (1 m 19.9 s), now going better after condenser troubles in earlier sessions, and Courage, who equalled the Frenchman's time. Other times were:

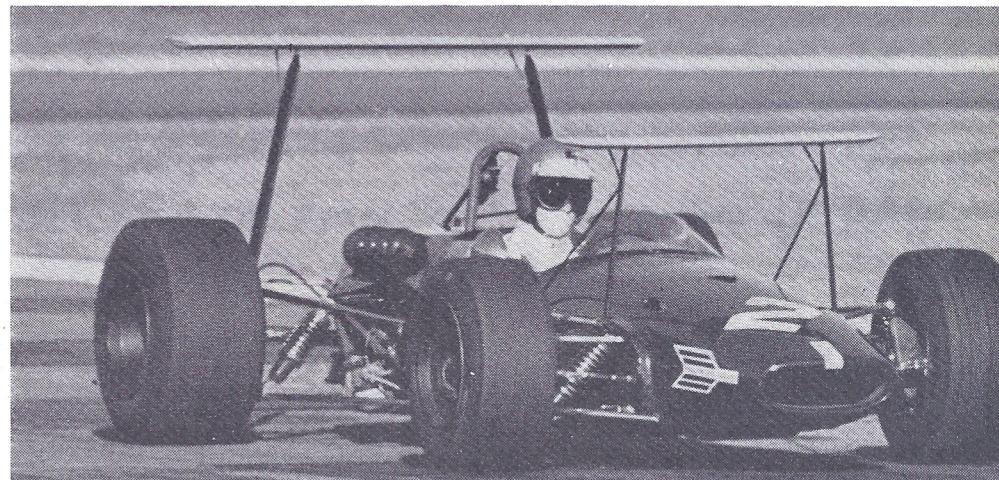
Row 3: Siffert, 1 m 20.0 s; Oliver, 1 m 20.3 s; Pescarolo, 1 m 20.5 s. **Row 4:** Rodriguez, 1 m 20.8 s; Moser, 1 m 21.0 s; Facetti, 1 m 21.4 s. **Row 5:** Vianini, 1 m 21.5 s; Copello, 1 m 21.7 s; Reutemann, 1 m 21.9 s. **Row 6:** Williams, 1 m 22.2 s; Cupeiro, 1 m 22.5 s; Bordeu, 1 m 22.6 s. **Row 7:** Marinovich, 1 m 23.0 s; Rees, 1 m 23.8 s.

Thus Vianini was the fastest Argentinian, 2.6 secs a lap slower than Rindt, which rather dismayed the spectators. Only Williams and Rees, who had troubled sessions, were slower than the quickest Argentinians.

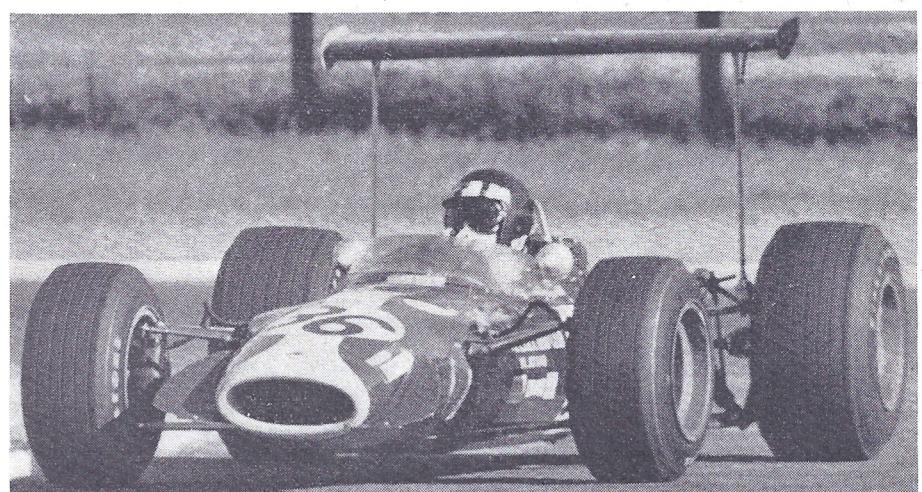
The Matra team were having a particularly unhappy time for, after changing Beltoise's engine over Friday night, the starter motor broke during Saturday. Team manager Claude le Guezec was suffering badly from food poisoning and was running a high temperature. In the Ron Harris camp Reute-



Rindt's team-mate, Alan Rees, had an unhappy time in the other Winkelmann Brabham, qualifying slowest and finishing last. Here he leads Bordeu's Brabham and de Adamich's Ferrari.



Piers Courage in the Frank Williams Brabham was also one of the leading contenders, but like Rindt, he had his aerofoil break.



Jackie Oliver drove a steady race in the Herts and Essex Aero Club Lotus 48, now owned by Irishman Gerry Kinnane, for third place.

mann and Marinovich had a disagreement with the team over starting money and missed a lot of practice; Marinovich did not in fact start the race as his engine had blown up.

RACE

A RATHER disappointing crowd of around 20,000 people turned up for the race on the Sunday, the intense heat, the high admission fees, television coverage of the race and the expected domination by the European drivers all getting their share of

the blame.

Under a brilliant, burning sun and a clear blue sky the 19-car grid assembled for their 70 laps (roughly 150 miles), with Brabham, Ferrari, Tecno and Matra all represented in the first two rows. At the fall of the flag Andrea de Adamich made a superb start from the outside of the front row, instantly pulling out a length on pole-man Rindt; Regazzoni had also made an excellent start, and as they swept into the first corner he slipped into third place. Already one of the Argentinian hopefuls was out, for Eduardo Copello's clutch packed up within the first 300 yds.

Then, coming out of the long, sweeping curve for the first time, Moser's Tecno started to spin. Jorge Cupeiro, who was right on his tail, braked violently, and was clouted by Carlos Reutemann, whose Tecno reared up over the Brabham. Moser restarted at the tail of the field, but after 15 laps a front stub-axle broke as a result of the incident, while Reutemann's suspension was too badly damaged for him to carry on. After a pitstop, Cupeiro pressed on, his exhaust system very mangled, but eventually he too had to retire.

Meanwhile, out in front de Adamich held Rindt off for three laps, but then the Winkelmann Brabham car went in front. The European contingent all seemed to think that this was the end of the race, going by Jochen's F2 reputation, but the Brabham didn't pull away from the Ferrari. Meanwhile, Oliver was going very well in the Lotus in third place, but the pugilistic Brambilla, after his rather indifferent start, was fighting his way towards the front. He demoted Regazzoni to fifth, and on lap 7 he moved past Oliver into third place, setting the day's fastest lap (1 m 19.5 s) as he did so. He was soon ahead of de Adamich, and on lap 14 the V6 Dino powered past the Austrian to take the lead.

A few laps later de Adamich also passed

the Winkelmann Brabham to establish the Ferrari 1-2, but Rindt hung on gamely until lap 24, when one of the struts supporting his rear aerofoil broke and he retired. This let Oliver's Lotus into third place, but he was under heavy pressure from Piers Courage—until lap 24, when Piers' Brabham suffered exactly the same breakage as Rindt's had done, and he too was out. Beltoise, who had been in and out of the pits with misfiring almost since the start of the race, had retired; Siffert had gone after his gearbox packed up, and thus at half-distance (35 laps) the order was Ferrari, Ferrari, Lotus, Tecno (Regazzoni), Matra (Pescarolo) and Tecno (Rodriguez).

The race now degenerated into a procession, with no further change in the order apart from the retirement of Jonathan Williams, whose Tecno broke its suspension. Towards the end de Adamich, who was some way behind, put on a spurt, while Brambilla eased up to provide a nose-to-tail finish. De Adamich was really going in those last few laps, turning in a 1 m 19.6 s, only 0.1 sec slower than Brambilla's new record set earlier in the race; as the red cars crossed the line only 0.2 sec separated them.

Oliver finished a deserved third, albeit almost 70 secs behind the leaders, and

Regazzoni was 9 secs further back, the only other car not to be lapped. Pescarolo and Rodriguez were fifth and sixth, completing 69 laps, while the first of the two Argentine finishers, Bordeu, was seventh two laps behind.

Obviously the Ferrari-Dino 166 is now the F2 car to beat. It has power, road-holding and excellent preparation; at the end of the race the water temperature gauge of both cars read a steady 185 deg F despite the great heat, and the bumpy circuit had not produced the slightest split or crack in their chassis and suspensions. Its Firestone YB11s also play their part.

Buenos Aires Autodrome, Argentina, December 1
Argentine F2 Temporada, round 1

70 laps, 148.3 kms

1. Ernesto Brambilla (Ferrari-Dino 166), 1 hr 35 m 20.6 s, 94.64 mph.
2. Andrea de Adamich (Ferrari-Dino 166), 1 hr 35 m 20.8 s.
3. Jack Oliver (Lotus-FVA 48), 1 hr 36 m 30.0 s.
4. Gianclaudio Regazzoni (Tecno-FVA), 1 hr 36 m 39.1 s.
5. Henri Pescarolo (Matra-FVA MS7), 69 laps.
6. Pedro Rodriguez (Tecno-FVA), 69 laps.
7. Juan-Manuel Bordeu (Brabham-FVA BT23C), 68 laps.
8. Carlo Facetti (Tecno-FVA), 68 laps.
9. Andrea Vianini (Tecno-FVA), 68 laps.
10. Alan Rees (Brabham-FVA BT23C), 66 laps.

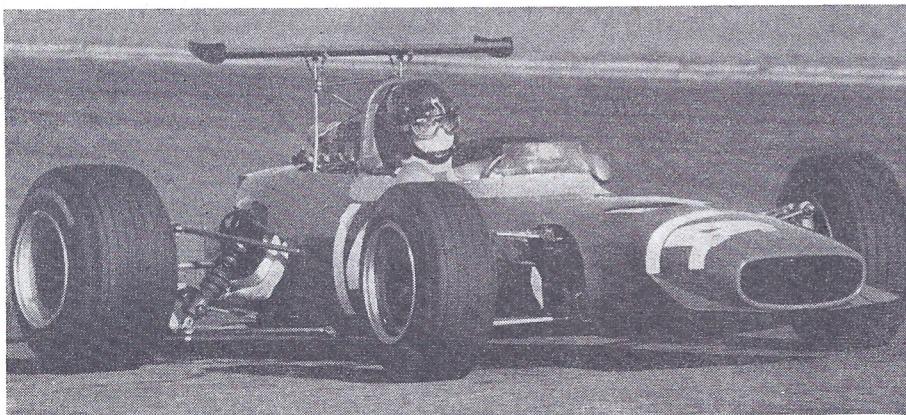
Fastest lap: Brambilla, 1 m 19.5 s (circuit record).

in the Harris Tecno still staying in front of Brambilla, Oliver and Siffert.

On lap 11 de Adamich took the lead, and there he stayed. Despite all Rindt's efforts he circulated steadily for the remaining 59 laps, stretching his lead to as much as 7 secs, and ran out the winner by 4.4 secs. Rindt pulled out a similar gap on the rest of the quick boys, but between Courage, Pescarolo, Regazzoni and Beltoise a battle royal raged. Two of the Argentine drivers, Jorge Cupeiro and Carlos Marinovich, went out early on with overheating and a blown engine respectively, followed soon after by Eduardo Copello, who also blew up. Moser dropped out with fuel pump trouble, and soon after half-distance Brambilla, finding his engine down on power, also stopped. Siffert finally got past Vianini but was too far behind the two front groups to make up any more places (he too was complaining of lack of power).

Right up until the last lap third place was in doubt, but in the dash for the flag Pescarolo made it by 0.7 sec, with Regazzoni 1.2 secs ahead of Courage, whose fastest lap was a shattering 56.9 s.

(Full report next week)



De Adamich takes the Ferrari on its victorious way at Cordoba to Dino win No 4.

FERRARI are certainly on the crest of a Formula 2 wave at the moment. After Brambilla and de Adamich had posted their 1-2 in the opening round of the Temporada at Buenos Aires, de Adamich scored a magnificent win in the second race at Cordoba last Sunday. The time Rindt didn't retire, but was beaten fair and square by 4.4 secs; third behind the Winkelmann Brabham was Pescarolo's Matra, followed at split-second intervals by Regazzoni's Tecno, Beltoise's Matra and Courage's Brabham. Brambilla in the other Ferrari was never really in the picture, and retired complaining of lack of power. De Adamich and Regazzoni shared joint fastest time in practice, but fastest race lap went to Courage.

THE Temporada circus, having packed up after their opening race at the Buenos Aires Autodrome, moved on to the wide, sweeping curves of the new Oscar Cabalen circuit at Cordoba. This is laid out on loose, sandy ground, and the gusty conditions meant that the track was usually treacherously slippery with a fine coating of sand. Nevertheless average speeds in practice were soon over the 116 mph mark, most cars lapping in well under 60 secs.

Joint fastest in the first session were Rindt and Regazzoni with 58.6 s, but on Saturday both Regazzoni and de Adamich turned in 58.1 s laps. Behind them on the 2-2 grid came Courage (58.3 s) and Rindt (58.5 s), with Pescarolo (58.8 s) and Rodriguez (59.3 s) filling row 3. Argentine champion Carlos Pairetti was still without a drive

after his Frank Williams-supplied Brabham had been virtually destroyed by fire the previous week. Beltoise's engine broke in practice, so once again the Matra mechanics had an overnight engine-changing session.

Rindt snatched the lead at the start of the race from Courage, de Adamich, Pescarolo, Regazzoni, Argentinian Andrea Vianini (who had been seventh quickest in practice), Moser and Beltoise. By lap 3 Courage led from Pescarolo, with Rindt now third and de Adamich and Regazzoni hanging on, having shaken off the rest; Beltoise led the second group of Vianini, Brambilla and Moser. However, by lap 10 Beltoise had chiselled his way up to the front group, and Rindt was back in the lead, from de Adamich, Pescarolo, who had led for a couple of laps, and Courage, with Vianini

Oscar Cabalen Autodrome, Cordoba, Argentina, December 8
Argentine F2 Temporada, round 2

1. Andrea de Adamich (Ferrari-Dino 166), 1 hr 9 m 22.1 s, 118.27 mph.
2. Jochen Rindt (Brabham-FVA BT23C), 1 hr 9 m 26.5 s.
3. Henri Pescarolo (Matra-FVA MS7), 1 hr 9 m 30.8 s.
4. Gianclaudio Regazzoni (Tecno-FVA), 1 hr 9 m 31.5 s.
5. Jean-Pierre Beltoise (Matra-FVA MS7), 1 hr 9 m 32.1 s.
6. Piers Courage (Brabham-FVA BT23C), 1 hr 9 m 33.6 s.
7. Jo Siffert (Tecno-FVA), 1 hr 10 m 6.5 s; 8. Andrea Vianini (Tecno-FVA), 1 hr 10 m 14.6 s; 9. Pedro Rodriguez (Tecno-FVA), 69 laps; 10. Jack Oliver (Lotus-FVA 48); 11. Jonathan Williams (Tecno-FVA); 12. Carlo Facetti (Tecno-FVA), 68 laps; 13. Alan Rees (Brabham-FVA BT23C), 65 laps. Unclassified: Jean-Manuel Bordeu (Brabham-FVA BT23C).

Fastest lap: Courage, 56.9 s, 121.91 mph (circuit record).

Temporada Championship positions after two rounds

1. de Adamich	..	..	..	..	..	..	21
2. Brambilla	..	..	..	..	..	..	13
3. Jochen Rindt	..	..	..	..	..	..	8
4. Pescarolo	..	..	..	..	..	..	7
5. Regazzoni	..	..	..	..	..	..	6
6. Oliver	..	..	..	..	..	..	5.2
7. Beltoise	..	..	..	..	..	..	2
8. Rodriguez	..	..	..	..	..	..	1

AUTOSPORT, DECEMBER 13, 1968



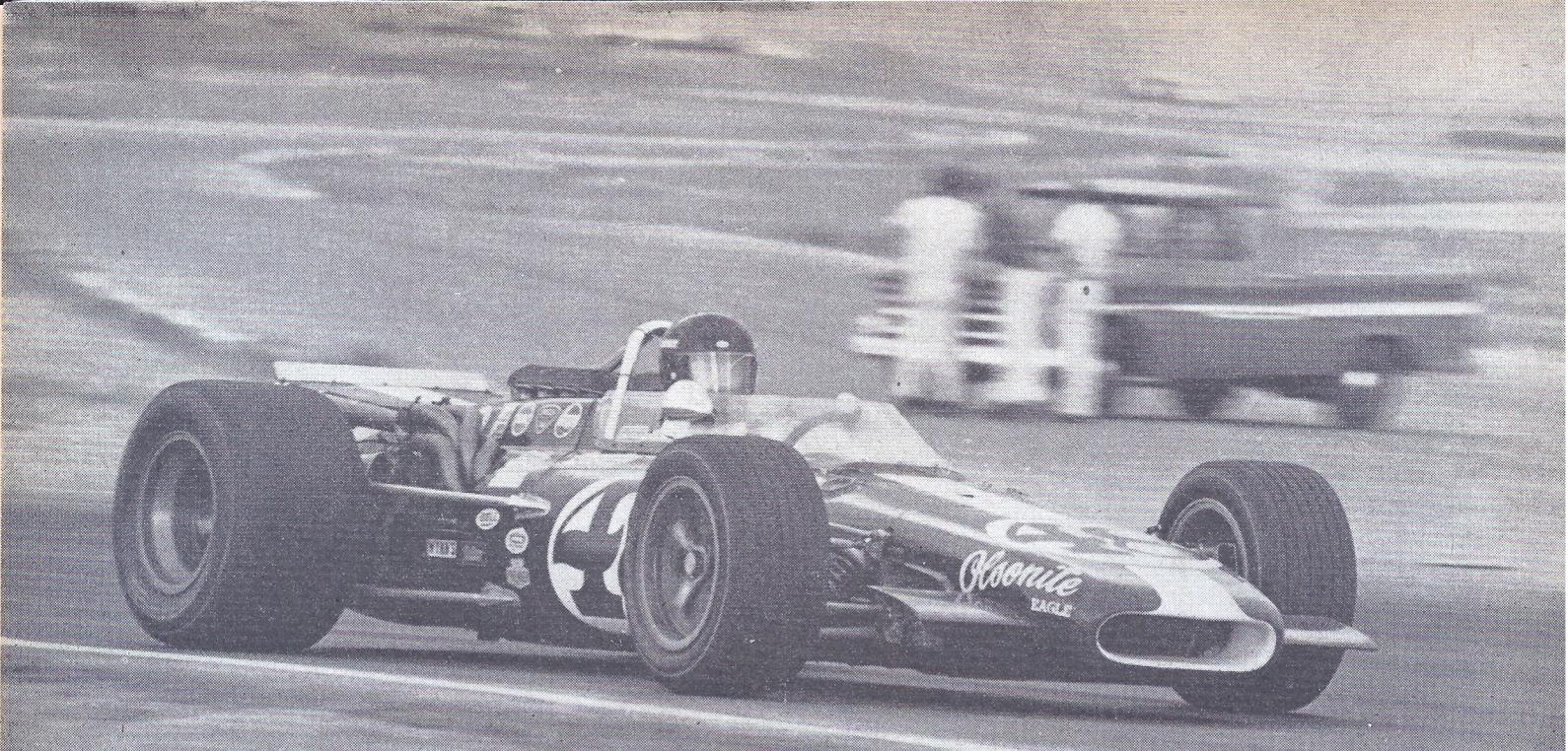
Mighty Ventora. 3.3 litre jetsmooth six. Where luxury meets power. It's the lazy fireball.

The facts: 140 bhp. Vivid acceleration. Effortless open-road power. Big supersmooth 'six' indulges lazy top-gear trafficking. Power brakes, discs at front, positive rack and pinion steering.

Vauxhall's new safety-engineered features, complete from energy-absorbing steering column to burst-proof doors. New all-coil widetrack suspension ensures surefooted cornering and silk smooth ride. Abundant luxury plus body-contoured seats guarantee fatigue-free motoring. In mighty Ventora. The lazy fireball. Only £1,184 including purchase tax.



The Vauxhall Breed's got style



Dan Gurney won the Rex Mays for the second consecutive year in his Eagle, running a 5-litre stock-block-based Ford engine.

Gurney wins, Unser is USAC champion

Andretti drives three cars in Rex Mays 300 to take third place from Al Unser

By GORDON MARTIN

Photography by PETE LYONS

DAN GURNEY, Bobby Unser and Mario Andretti finished one-two-three in that order in the Rex Mays 300 at Riverside on December 1. It was an exact repeat of last year's race and for the third time Andretti saw the USAC championship title slip from his grasp in this, the final USAC round. His Hawk's Ford engine blew up early on and he took over Joe Leonard's Lotus 56 turbine, but soon he became involved with the similar car of Art Pollard. He then took over Lloyd Ruby's Mongoose, and ended up third. Bobby Unser was second and thus he clinched the most closely-fought USAC title in the history of the championship. Only nine of the 30 entrants finished and such fancied runners as A. J. Foyt, Mark Donohue, Al Unser and Jack Brabham all retired.

ENTRY

THERE were 54 entries for the second annual Rex Mays 300 miles and in addition to the usual interest as to who would be the fastest qualifier, there was much intrigue centred around the Andretti/Bobby Unser battle: although Andretti had failed to score a single point in the Indy 500, he had done a magnificent job of overtaking Unser. Unser had won four of the first five USAC races, but after that his luck had turned remarkably sour. Not only had he failed to win any more races, except the Pikes Peak hillclimb which he clinched for the ninth straight time, but while Andretti had only three wins, Mario had finished second 11 times to only four times for Unser. Thus the position prior to Riverside was 4154 pts for Andretti to 3846 for Unser; with 600 pts to the Rex Mays winner, one gets an idea of how fraught things were.

Making probably their last appearance in their turbine form were the two STP Lotus 56 machines, the Granatelli-owned car for Art Pollard and Parnelli Jones' car for Joe Leonard. During their short careers serious braking deficiencies had come to light and since their last appearance an auxiliary set of disc brakes, outboard mounted, had been added to supplement the standard inboard ones. For 1970 turbine power will be outlawed by the USAC, and although turbines can continue in 1969 with a further reduc-

tion in inlet area (from 15.999 ins to 11.999 ins), Granatelli doubts that the drastic cost involved in reconverting the Pratt & Whitney turbines will make them competitive; Granatelli is not a conformist anyway and if the Lotus chassis do reappear, they will probably be steam- or even Wankel-powered.

Despite the recent ruling that stock-block based engines could be increased from 5 litres to 5.25 litres capacity, only Mark Donohue driving the Penske Eagle took advantage of the rule and turned up with a new Traco Chevrolet unit. The majority of the strong Eagle brigade was powered-by-Ford. Dan Gurney had his Indianapolis chassis with usual 5-litre Ford engine, although a 5.25 version is currently being tested. Similar cars were in the hands of Bobby Unser, Formula A champion and Californian dentist Lou Sell, Gordon Johncock, former Honda F1 pilot Ronnie Bucknum, and Roger McCluskey.

Al Unser had his usual Hewland 4wd Lola T150 and "Ajay" Foyt his Coyote. Jerry Titus had a sister Hawk to Andretti with the brief to drive as a back-up for Mario. Other entrants who figured highly were road-racers Pete Revson, Canadian John Cannon, George Follmer and Skip Scott, while many of the prominent Indy men such as Billy Vukovich, Gary Bettenhausen, Roger McCluskey and Jim McElreath were present. In contrast to Indy and the like, most of the field was Ford four-cam powered

for these units suit road racing far better than the turbo-charged Offy.

PRACTICE

AFTER some practice on Thursday the field settled down to the serious business of qualifying. Andretti immediately took the initiative and during the Friday session was a full 2 mph faster than Unser. Gurney, the acknowledged master of Riverside, with five out of six victories in the Motor Trend stock-car event at Riverside as well as his 1967 Rex Mays win, soon turned on the pressure. On Friday he turned a 118.286 mph lap, giving the impression of having plenty in store. Foyt was third fastest at 116.781 mph followed by adversary Unser who did fourth best time with younger brother Al right behind in the 4wd Lola. Art Pollard and Joe Leonard, next up in the turbines, were sandwiched by Jerry Titus' Hawk and then came Lloyd Ruby and Peter Revson, the latter's extensive road racing experience showing up well.

Things got swinging a little on Saturday, but the price was dear. Andretti scattered a \$27,000 four-cam Ford engine, Roger McCluskey broke his second such engine in two days and Jim McElreath, Wally Dallenbach and Dempsey Wilson all blew one Ford apiece. Jack Brabham, who had got under Gurney's old lap record the previous week in private testing, was firstly interrupted with running out of fuel on the circuit then having to toy around with the four-cam Repco's fuel injection system.

Before it was all over Gurney had set fastest lap at 118.556 mph and taken the pole away from Mario, but Andretti was still on the front row. Leonard went like stink in the whistling turbine for third fastest time at 117.322 mph to take the pole on the second row next to Al Unser in the Lola. Mark Donohue and Jack Brabham shared

the third row with Bobby Unser and Pollard's turbine on row five ahead of Dr. Lou Sell and Gordon Johncock. Ronnie Bucknum and Lloyd Ruby were next and John Cannon and Peter Revson held down the eighth row. Slower cars, most of which hadn't a hope of winning the 300-miler, filled out the 30 car grid.

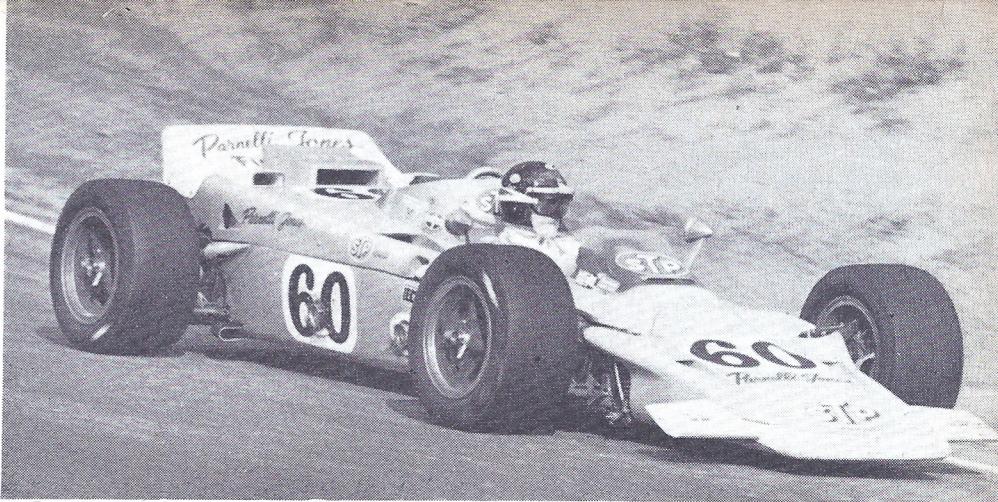
The biggest story during Saturday's qualifying session concerned something that didn't even happen on the race track. Foyt and newcomer Bruce Walkup were running around the circuit's infield area in a VW-powered Dune Buggy when they managed to flip it. While neither was hurt, both were understandably reluctant to talk about their misadventure!

GRID POSITIONS

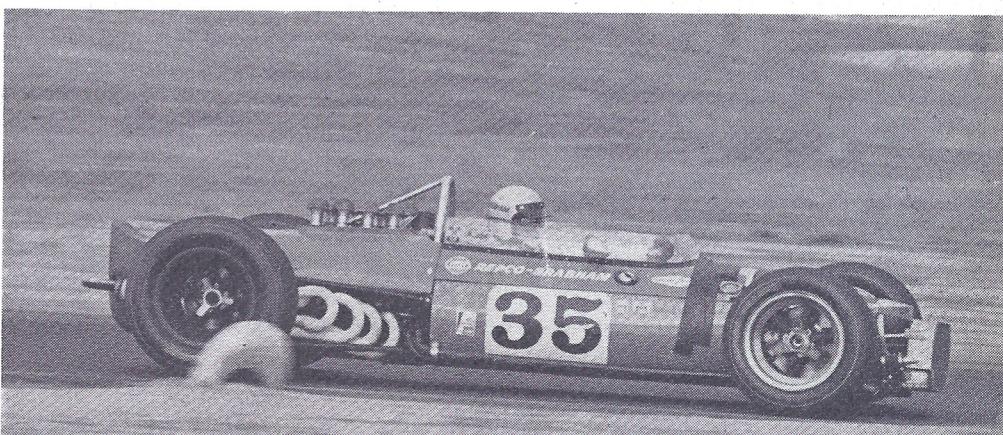
Dan Gurney Eagle-F 118.556 mph	Mario Andretti Hawk-F 118.331 mph
Joe Leonard STP Lotus 56 turbine 117.322 mph	Al Unser Lola-F T150 4wd 117.146 mph
Mark Donohue Eagle-C 116.985 mph	Jack Brabham Repco Brabham BT25 116.737 mph
Jerry Titus Hawk-F 116.157 mph	A. J. Foyt Coyote-F 116.085 mph
Bobby Unser Eagle-F 115.741 mph	Art Pollard STP Lotus 56 turbine 114.565 mph
Lou Sell Eagle-F 114.439 mph	Gordon Johncock Eagle-F 114.216 mph
Ronnie Bucknum Eagle-F 113.896 mph	Lloyd Ruby Laycock-F 113.799 mph
John Cannon Vollstedt-F 113.523 mph	Peter Revson Eisert-C 113.084 mph
Johnny Rutherford Lola-F 112.567 mph	Skip Scott Vollstedt-F 112.459 mph
George Follmer Gilbert-F 112.418 mph	Wally Dallenbach Finley-F 112.243 mph
Mike Moseley Watson-Offy t/ch 111.734 mph	Gary Bettenhausen Gerhardt-Offy t/ch 111.269 mph
Roger McCluskey Eagle-Offy t/ch 111.097 mph	Jim Malloy Vollstedt-F 109.653 mph
Billy Vukovich Laycock-C 109.371 mph	Ric Muther Finlay-Offy t/ch 109.333 mph
Sam Sessions Gerhardt-Offy t/ch 108.786 mph	Arnie Knepper Cecil-F 108.170 mph
Jim McElreath 106.643 mph	Bill Simpson Gilbert-C 103.106 mph

RACE

GURNEY, driving like he owned the place, jumped into a solid lead as the cars took a rolling start for Sunday's race. He



Joe Leonard drove the Parnelli Jones Lotus 56 turbine until Andretti's Hawk-Ford blew up and Mario took over, only to tangle with the similar car of Art Pollard.



Jack Brabham appeared with an improved version of the Indy Repco Brabham BT25, but was delayed by an early spin which ripped half the nosecone off, and he finally retired with oil leaking from the camshaft covers.

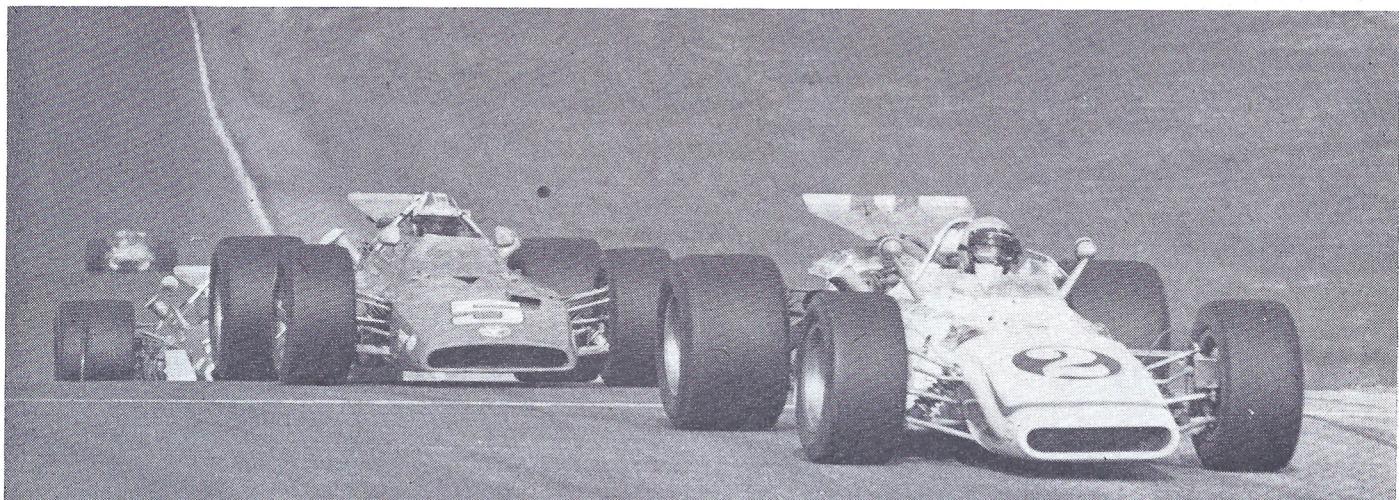
averaged 109.019 mph for the first lap. Andretti actually nipped by him for the first turn, but that was it until he grabbed back the lead briefly for the fourth to seventh laps. By lap eight Gurney was back in front followed by Andretti and Donohue, Al Unser, Leonard in the turbine, Titus, Pollard in the second turbine, Foyt, Ruby and then Bobby Unser. Al Unser spun on lap nine and took over Skip Scott's car to continue his pursuit of third place in the championship standings, as Donohue moved past Andretti for second.

In a spectacular first lap accident Lou Sell was lucky to escape with first and second degree burns. As the Smothers Brothers' Eagle hurtled down the back straight a wheel fell off; the car somersaulted off the course and down the steep bank

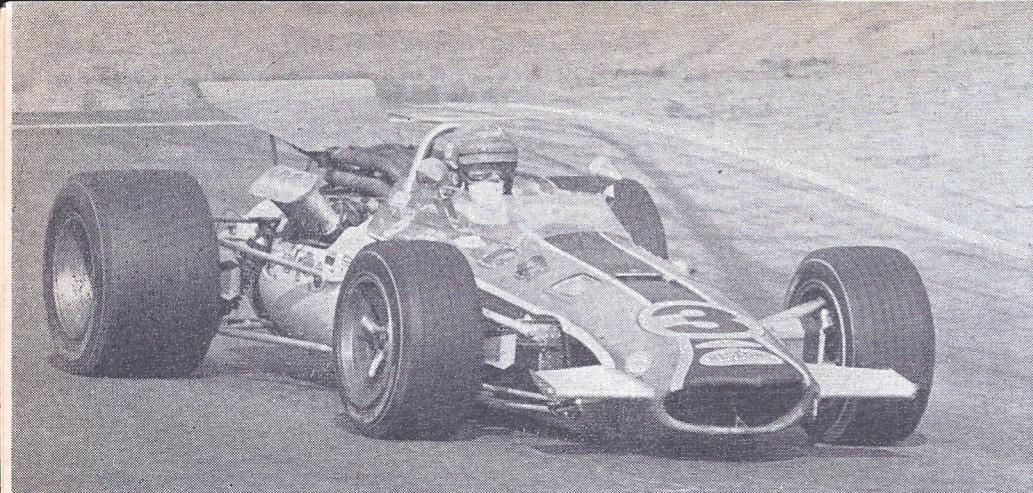
behind the high-banked turn nine with Sell trapped inside. Rescue workers rushed to the scene, extinguished the fire and righted the car. Sell was flown to a near-by hospital by helicopter where his condition was termed as satisfactory.

Andretti's next bit of bad luck happened on lap 25 when his backup car driven by Titus broke its suspension on turn seven and retired. Meanwhile his nemis, Bobby Unser, was making tracks for the front. He got past Bucknum for ninth, then Pollard's turbine for eighth, and finally Ruby and Foyt to hold down fifth by the 30th lap. Donohue spun on lap 31, wrecking his suspension, moving Andretti back into second, and Unser took Leonard for third overall on lap 36.

Brabham, after spinning and knocking



Andretti's Hawk leads Al Unser in the 4wd Lola T150 during the early stages of the race. Unser was struggling for third place in the championship, and despite his retirement, he clinched it by taking over Skip Scott's Vollstedt to finish fourth.



Bobby Unser cruises home to second place and the USAC championship title in his Eagle.

part of the nosecone off, pitted and reappeared only to retire with a bad oil leak. Foyt, McElreath and a number of others dropped by the wayside as the field continued to shrink. Foyt's trouble was broken transmission. Then Gurney dived into the pits for a 24-secs fuel stop on lap 58, exactly half distance, and Andretti roared past to go into the lead for the last time. It lasted but one lap, then Andretti's engine blew on the back straight and he dejectedly coasted into the pits. Pollard moved up to second place behind Gurney as Andretti pitted with his dead engine, and to everyone's surprise Leonard was pulled in by Parnelli Jones to turn his turbine over to Andretti.

Although he had driven the turbine a couple of laps at Indy last May, Andretti had never driven the car on a road circuit. He climbed in, they stuffed some pillows behind him so he could reach the pedals and he was off and away in a desperate effort to get enough championship points to regain the USAC championship currently held by Foyt. He was just getting the hang of the delayed throttle response when two laps later Pollard in the other turbine went whistling past him on turn nine. Suddenly Pollard was cutting across Andretti's path and the two cars were tangling and sliding into the wall. When the dust had cleared, both cars were too badly damaged to continue. In a single instant both cars were out of the race, though neither driver was hurt.

Parnelli Jones rode by on a motorcycle, picked up Andretti and took him back to the pits where it was finally decided to call in Lloyd Ruby who was running third. This left Andretti to keep the pressure on Unser who now appeared to have the championship locked up. The reason given for not taking over Ruby's car in the first place was that the Texan was almost certainly going to take third in the championship over Al Unser. Had Andretti moved directly into Ruby's car without the extremely expensive excursion in the turbine car he would have edged Bobby Unser for the championship. All he managed to do under USAC championship point rules was deprive Ruby of third place in the final point standings. But such is corporate racing where Firestone calls the shots. Last year when Foyt took over Roger McCluskey's car in the Rex Mays and finally grabbed the championship, it was Goodyear calling the shots.

The race continued, but the excitement was over. Gurney lapped Bobby Unser before the end. Andretti could gain nothing on Bobby Unser in second spot, so the race roared on to its inevitable end. In their last race both Unser and Andretti had finished the Phoenix, Arizona 200-mile USAC race in borrowed cars, so the system of musical chairs using cars is getting down to a refined art.

In 1967 Andretti would have won the USAC national championship except that seven laps from the end of the race he ran

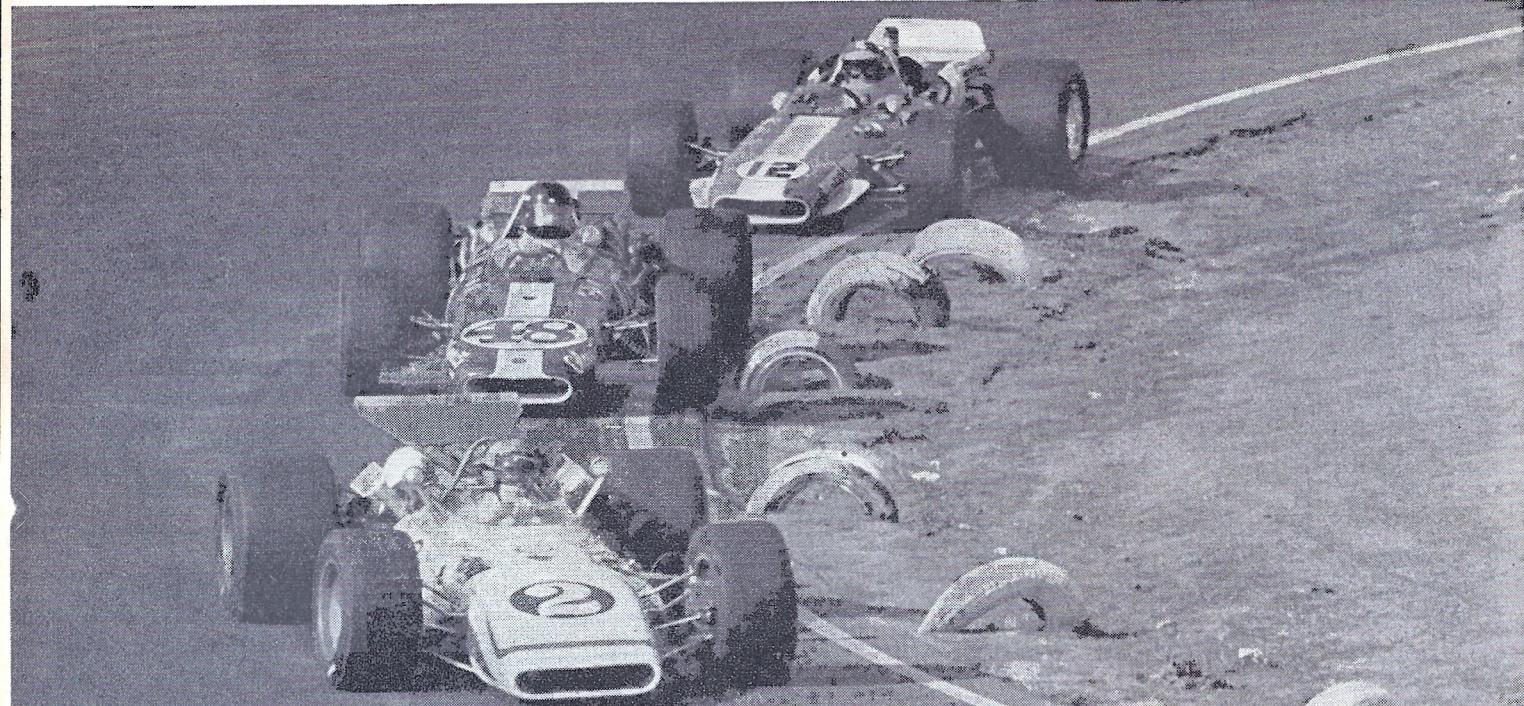
out of fuel. The ensuing pit stop dropped him from second place to third, enough for Foyt, driving a car borrowed from McCluskey and running in fifth place, to take the championship, while Gurney went on to win the race with Bobby Unser second. "I don't know if I can take any more of these wild endings," Andretti said after Sunday's race. "They're too hectic." The understatement of the year!

Rex Mays 300, Riverside December 1

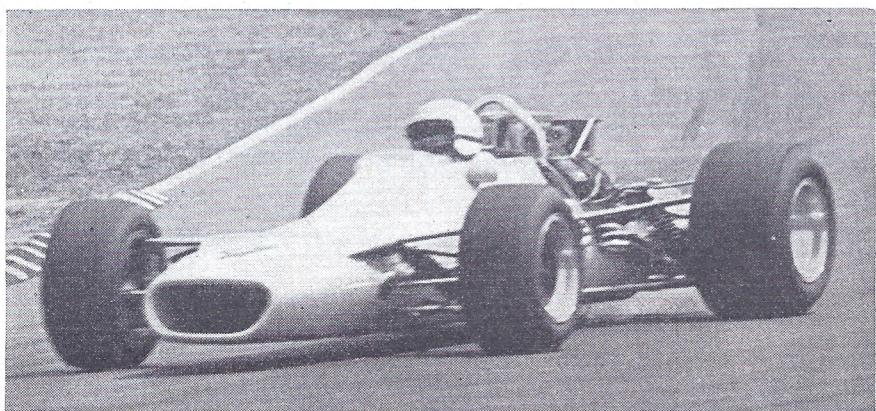
- 1, Dan Gurney (5.0 Eagle-Gurney-Ford), 116 laps, 111.689 mph;
- 2, Bobby Unser (4.2 Eagle-Ford), 115 laps;
- 3, Mario Andretti/Lloyd Ruby (4.2 Hawk-Ford, STP Lotus 56 turbine and 4.2 Mongoose-Ford), 113 laps;
- 4, Al Unser/Skip Scott (4.2 Lola-Ford T150 4wd and 4.2 Vollstedt-Ford), 112 laps;
- 5, Rick Muther (4.2 Finley-Ford), 107 laps;
- 6, Johnny Rutherford (4.2 Lola-Ford T90 Mk 2), 103 laps;
- 7, Billy Vukovich (5.0 Laycock-Chevrolet), 101 laps;
- 8, George Follmer (4.2 Gilbert-Ford), 97 laps;
- 9, John Cannon (4.2 Vollstedt-Ford), 96 laps;
- 10, Peter Revson (5.0 Eisert-Chevrolet), 81 laps;
- 11, Gordon Johncock (4.2 Eagle-Ford), 79 laps;
- 12, Roger McClusky (2.8 Eagle-Offenhauser t/ch), 74 laps; 13, Ronnie Bucknum (4.2 Eagle-Ford), 72 laps; 14, Mike Moseley (2.8 Watson-Offenhauser t/ch), 69 laps; 15, Arnie Knepper (4.2 Cecil-Ford), 68 laps; 16, Art Pollard (STP Lotus 56 turbine), 63 laps; 17, Joe Leonard (STP Lotus 56 turbine), 62 laps; 18, Mario Andretti (4.2 Hawk-Ford), 59 laps; 19, Gary Bettenhausen (4.2 Gerhardt-Ford), 51 laps; 20, A. J. Foyt (4.2 Coyote-Ford), 48 laps; 21, Mark Donohue (5.25 Eagle-Chevrolet); 22, Jerry Titus (4.2 Hawk-Ford), 27 laps; 23, Jack Brabham (4.2 Repco Brabham BT25), 27 laps; 24, Jim Malloy (4.2 Vollstedt-Ford), 26 laps; 25, Sam Sessions (2.8 Gerhardt-Offenhauser t/ch), 14 laps; 26, Al Unser (4.2 Lola-Ford T150 4wd), 13 laps; 27, Bill Simpson (5.0 Gilbert-Chevrolet), 5 laps; 28, Jim McElreath (Ford), 4 laps; 29, Wally Dallenbach (4.2 Finley-Ford), 2 laps; 30, Lou Sell (4.2 Eagle-Ford), 1 lap.

Final USAC Championship points for 1968

1. Bobby Unser	4326
2. Mario Andretti	4319.2
3. Al Unser	2892.2
4. Lloyd Ruby	2897.8
5. Bill Vukovich	2530
6. A. J. Foyt	1860
7. Dan Gurney	1800
8. Mel Kenyon	1355
9. Gordon Johncock	1197
10. Bud Tingelstad	1018



Initially Andretti battled for the lead with Gurney and Mark Donohue in the Penske Eagle, which had a 5.25-litre Chevrolet engine and was the only car to take advantage of the new capacity rulings.



Frank Gardner led with the new Alan Mann-built Mildren-Alfa V8, but fuel injection bothers his retirement.

Bartlett is CAMS champ

By PETER BAKALOR

KEVIN BARTLETT drove to a popular win in the CAMS Gold Star, the Australian drivers' championship, by clinching the final round at Warwick Farm on December 1. Driving the Mildren Brabham-Alfa, Bartlett finished in front after an eventful race in which the lead was held at various times by Frank Gardner's new Alfa-powered Tasman car and Leo Geoghegan's Lotus-Repco 39. This was the third successive Hordern Trophy win for the Mildren team.

Before the Trophy, four drivers had the Gold Star within their reach: Bartlett led with 24 points, Phil West and Glyn Scott had 17 pts and Leo Geoghegan had 15 pts. Further, the Hordern Trophy was to see the début of Frank Matich's new quad-cam 4.8-litre Repco-powered SR4 sports car, and the first Sydney appearance of Norm Beechey's latest Geoghegan chaser, a Holden GTS.

ENTRY

TOPPING the entry was favourite Bartlett in the Mildren team's very successful 2.5-litre Brabham-Alfa BT23A, the car driven to victory in 1967 by Frank Gardner. Geoghegan had his familiar Lotus-Repco 39, Phil West the Scuderia Veloce BT23A Brabham-Repco and Glyn Scott had his FVA-powered Bowin P3. The chief complicating factor was another Mildren entry, which became known as the Mildren-Alfa. This was built up for Mildren by Alan Mann in England, under the supervision of Len Bailey, Frank Gardner and others. The car is of distinctive appearance with a very slim nose and frontal section, high body sides reminiscent of some Ferraris and with oil tank and radiator and sundry other accessories mounted at the rear. The suspension and layout have been designed to concentrate downward thrust on the rear wheels during acceleration without resorting to wings in the confident belief that wings will be banned. Provision is made for a wing but not for nose fins, as a similar effect is achieved by extracting the water radiator coolant upwards and providing a choice of ducting for the nosecone to vary the effect. Hopes of a four-valve-headed Alfa motor for the race came to nothing, and the two-valve engine supplied, wrecked itself when being started for its first trial. The car was airfreighted to Sydney and a patchy repair job carried out in time for the car to propel itself for the first time on the morning of practice for the Trophy. That the car was second fastest in practice and led the race says a lot for Gardner, the Mildren team and the design of the semi-monocoque machine.

There was a Brabham-Climax for Col Green, McLaren-FVAs for Fred Gibson and Alfredo Constanzo and a 1.6 Alfa-engined Elfin 600 for Noel Riley, completing the 2.5-litre Tasman class. In the 1.5-litre class there was almost as much excitement for the national 1500 championship was also in

the balance, with Max Stewart's Rennmax-Ford t/c 6 pts ahead of Elfin constructor Gary Cooper's Elfin-Ford 600 t/c. Four more Elfins and a Brabham also started.

PRACTICE

BOTH practice sessions saw a Mildren one-two with Bartlett quickest overall at 1 m 29.3 s on a slippery track. Gardner's best was 1 m 29.7 s and no one else beat 1 m 30 s. Geoghegan took the third front row place at 1 m 30.8 s and then came West at 1 m 31.2 s. Max Stewart, remarkably, was next quickest at 1 m 32.3 s, faster than any of the FVA-powered cars and 4 s better than the next car in his class. Scott discovered the problems of running an FVA motor 12,000 miles from its home when he had engine trouble and had to non-start.

RACE

THE race started out a thriller; Geoghegan took the lead from the front and held off Bartlett, Gardner and Stewart on the first lap. Constanzo's McLaren was left on the grid with no power reaching the rear wheels and Green retired his Brabham-Climax when a plug blew out of the head.

Bartlett was unhappy with second place, but it was Gardner who got by Geoghegan first. The new Mildren-Alfa led its first race from lap 3 and two laps later Bartlett passed Geoghegan, so Alfa engines were leading ahead of the Repco-powered cars of Geoghegan and West. Gardner began to pull away slightly and Gibson in the McLaren caught Stewart's Rennmax to take fifth on lap 10. Riley's Elfin was an early retirement with a broken rubber drive coupling.

Geoghegan and Bartlett were close together and it was Geoghegan's turn to head his rival again. The third Gold Star contender, West, was a good 10 secs behind these two in fourth place and aiming to finish rather than fight. In the 1500 class

Stewart's supremacy was clear and Walker lay between him and Cooper, so his title looked safe.

Gardner's lead had dwindled by lap 13, but this was more due to the pace of the Geoghegan/Bartlett battle than a sign of the impending doom; Gardner's chances of a hat-trick of Hordern Trophy wins vanished when he reached Creek Corner for the 13th time, for the drive belt to the fuel-injection metering unit broke and ended his day.

This put Geoghegan into the lead which he held until lap 18 when he spun on the approach to the Causeway and lost about 5 secs. Geoghegan proceeded to catch Bartlett, whose clutch was giving trouble, and as he sorted out his problems the Lotus agent slipped back into the lead. After 22 laps Geoghegan led by 5.5 seconds and both the leaders' lap times dropped to below 1 m 30 s as Bartlett tried to catch up. On lap 33 Geoghegan began to slow up as he ran out of water, the end coming on lap 36 when the Lotus-Repco pitted.

Bartlett's problem now was to finish, as he held a 25 secs lead over West's Brabham-Repco and he had to finish fourth or higher to make sure West did not win the Gold Star.

In the small class, Stewart had retired with a holed block, but with Walker's Elfin ahead of Cooper's newer model he would still at worst share the championship with Cooper. Walker, fourth overall, was 24 secs ahead of Cooper with six laps to go.

Geoghegan reappeared for the final lap, and was classified eighth. Bartlett's winning margin over West was 18.7 secs, with Gibson third in Neil Allen's McLaren after a steady drive. Walker finished fourth with Cooper fifth, so the 1500 championship was shared between Stewart and Cooper.

The final Gold Star points gave Bartlett a lead of 10 over West, who had driven steadily in his first season with a 2.5-litre car. Glyn Scott was third in his Bowin-FVA (17 points), and Geoghegan fourth with 15 points. The quickest drivers in the contest Geoghegan and Bartlett provided most of the excitement of the series with Bartlett a little quicker and more reliable.

There were 12 supporting events; chief interest lay in the appearance of Norm Beechey's Holden GTS for a needle match with Pete Geoghegan's Mustang.

Engine problems put Geoghegan on the back of the grid with Beechey in pole, alongside Bob Jane's Mustang. Beechey hit the front from the flag, but the sensation was Geoghegan, going from last to fourth in half a lap. He then started catching Jane and Beechey and things looked as though they would get interesting until Geoghegan lost his water and retired. Beechey and Jane kept the fans excited with a biffing match up front and then Jane lost it in a big way and scattered photographers and officials as he left the road, leaving victory to Beechey.

Hordern Trophy Australian Gold Star Championship race, Warwick Farm December 1

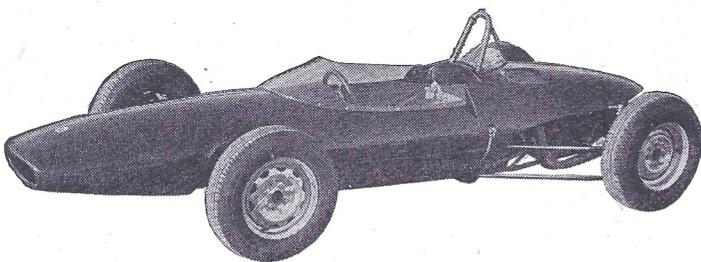
45 laps, 101.25 miles

1. K. Bartlett (2.5 Brabham-Alfa BT23D V8), 68 m 54.9 s, 88.05 mph;
2. P. West (2.5 Brabham-Repco BT23A V8), 69 m 13.6 s;
3. F. Gibson (1.6 McLaren-FVA M4A), 70 m 05.8 s;
4. John Walker (1.5 Elfin-Ford Mono 2B t/c), 43 laps;
5. Gary Cooper (1.5 Elfin-Ford 600 t/c), 43 laps;
6. Clive Millis (1.5 Elfin-Ford Mono t/c), 42 laps;
7. K. Munyard (1.5 Elfin-Ford Mono t/c), 40 laps;
8. L. Geoghegan (2.5 Lotus-Repco 39 V8), 37 laps.

Fastest Laps: Bartlett, 1 m 29.6 s, 90.4 mph. 1.5 litre Class winner: Walker.

Gold Star Championship provisional final points: 1, K. Bartlett 33; 2, P. West 23; 3, G. Scott, 17; 4, L. Geoghegan, 15; 5, G. Cooper 11; 6, M. Stewart 10.

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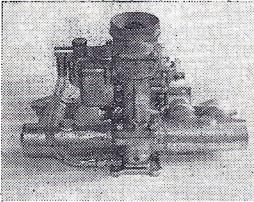
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Wearing the first aerofoil to be seen in New Zealand, Graham McRae took his twin-cam, home-built McRae to a comfortable victory.

McRae wins at Levin

By DONN ANDERSON

GRAHAM McRae, in his own 1.5 McRae-Ford t/c, averaged a record 86.1 mph to win the Rothmans New Zealand National Formula 1.5-litre championship race at Levin on November 30. Romping ahead of the imported machinery, McRae's car won sporting the first aerofoil wing to be seen in New Zealand, and finished well clear of David Oxton in his 1.5 Brabham BT18 t/c and Bert Hawthorne's 1.5 Brabham BT21A t/c.

The race was the fourth round in the 1968/69 championship, and marked the second successive victory for the McRae car which is attracting great interest and may be built commercially. A talented Wellington engineer, Graham McRae could unfold a great local market because of the difficulty in obtaining import licences for purchasing British racing cars.

PRACTICE

FOLLOWING the third round in the championship at Pukekohe in November came a three-week break to the Levin meeting. The Gold Star 2.5 event was held at Mount Maunganui during that time, but McRae had considerable work to finish after badly damaging the engine at Pukekohe. He carried out some testing earlier in the week, and even with the engine off-tune returned a 49 s lap time. McRae designed the wing with help from measurements supplied by Bill Stone, who is campaigning an F3 Brabham in Europe at present. In orthodox fashion, the wing is mounted above the engine on the back part of the spaceframe.

Sure enough, the McRae-Ford dominated practice. He did the minimum four laps and his best time of 48.4 s was precisely 0.5 sec better than the resident lap record set by Jim Palmer in his 1.6 McLaren-FVA M4A at this year's Tasman international meeting! The red car was clearly superior and then came a batch of five cars which were all within tenths of each other.

Oxton returned 50.1 s in his BT18, while the similar BT18 of Nicholson did 50.2 s. Ex-Brabham mechanic Bert Hawthorne zotted his BT21A around in 50.4 s, Ken Smith in an ex-Charles Lucas Lotus 41 returned 50.5 s and Alan McCullough did 50.8 s. Barney Pellow's Fiat 1500-engined Brabham BT15 did 54.0 s, and although the pushrod engine lacks the power of the twin-cam Fords, it has shown considerable promise in early events this season.

RACE

THE 1.175-mile circuit was a little rough in places, but the warm, overcast conditions were ideal for fast motor racing. A

10-lap preliminary to warm up the boys gave a close indication of the trends for the championship race. Oxton's white Brabham led McRae into the first corner, but it was only stalling the inevitable, and by the time they reached Hokio Bend, the red Kiwi machine led. In third place sat Hawthorne's immaculate Brabham, and the two Brabham's of Nicholson and McCullough with the Smith Lotus sandwiched between them, held fourth, fifth and sixth spots.

With one lap over, McRae had already begun to draw away from the rest and one round later had amassed three secs on Oxton. In the process McRae put in a 47.8 s (88.6 mph) lap which well and truly smashed the old record of 48.9 s. The new time is only 0.6 sec slower than the F2 record held by Piers Courage's McLaren M4A, and 1.7 secs inferior to the outright 2.5 Tasman record set by Jim Clark in the Lotus-Ford 49T V8 earlier in the year.

Meantime, while McRae streaked out in front, a race was taking place behind. Nicholson clung onto Oxton's tail for second, but the latter took things in his stride and kept his nose in front. The Hawthorne Brabham continued to receive a certain amount of trouble from Smith's Lotus, so fourth place too was in doubt. Nicholson slowed drastically and stopped at the pits with a mysterious engine complaint, putting Hawthorne and Smith into third and fourth positions.

As Hawthorne and Smith commenced the eighth lap they were side by side into the difficult and fast Lake Bend. Smith took the inside line, but put a wheel on the grass and spun infield at around 100 mph. He happened to go off at just the right place for there was nothing to hit, and a slightly perturbed Smith rejoined the track more gingerly and well behind Hawthorne! No other changes occurred, and McRae won

easily from Oxton, Hawthorne, Smith and McCullough, with the rest of the field a lap in arrears.

The pattern turned out very much the same in the final, with McRae's winged McRae-Ford (looking much like a Ferrari) taking the lead on the opening lap from Oxton, Hawthorne, Nicholson, Smith, McCullough, Alexander (1.5 Brabham BT15 t/c) and Josh Mahon (1.5 Lotus 27 t/c). After fighting with Alexander in the preliminary, Pellow was forced to retire his Brabham-Fiat on the first lap with no oil pressure.

Although bearing a certain amount of Brabham resemblance in the suspension department, McRae has made his own subtle modifications in the design of his car and it was handling like a dream through the tight Levin corners. Averaging more than 86 mph, the red McRae continued to draw slowly but surely away from the rest of the field.

After 5 laps, McRae had a 5 secs advantage on Oxton. Two hundred yards behind the white Brabham were Hawthorne, Nicholson and Smith, followed by a gap of about 6 secs to McCullough and a further delay to Alexander. The race quickly developed into a procession, and McRae ran 12 secs in front of Oxton at the half distance mark.

Smith and Nicholson provided virtually the only interest in the second half of the race, apart from the great drive by McRae in his own car. On lap 11 Smith moved his Lotus right in behind the Nicholson Brabham and two laps later managed to improve his position to fourth. The final laps wound away and McRae took the flag, followed by Oxton, Hawthorne and Smith. These four were the only cars to complete the full distance, with Nicholson and McCullough in fifth and sixth positions a lap in arrears. McLaren driver Graeme Lawrence presented the trophy to McRae, and the wedding march was played as Lawrence rode the lap of honour with the winner. Two hours later Lawrence was married, so although he didn't race that day at Levin, he had a more exacting ordeal to face!

Preliminary (10 laps): 1, G. McRae (1.5 McRae-Ford t/c), 8 m 21.3 s; 2, D. Oxton (1.5 Brabham-Ford BT18 t/c), 8 m 30.5 s; 3, B. Hawthorne (1.5 Brabham-Ford BT21A t/c), 8 m 40.7 s; 4, K. Smith (1.5 Lotus-Ford 41 t/c), 8 m 48 s. **Fastest lap:** McRae, 47.8 s (88.6 mph), resident lap record.

Rothmans Trophy New Zealand 1.5-litre National championship round (20 laps): 1, G. McRae (McRae-Ford t/c), 16 m 22.6 s (86.1 mph), record; 2, D. Oxton (Brabham-Ford BT18 t/c), 16 m 47.8 s; 3, B. Hawthorne (Brabham-Ford BT21A t/c), 16 m 59.4 s; 4, K. Smith (Lotus-Ford 41 t/c), 17 m 2.0 s; 5, J. Nicholson (Brabham-Ford BT18 t/c), 19 laps; 6, A. McCullough (Brabham-Ford BT18 t/c), 19 laps. **Fastest lap:** McRae, 48.2 s.

Championship points after 4 rounds: Oxton, 29; Smith, 22; McRae, 20; Hawthorne, 15; Nicholson and McCullough, 7.



Ian McDougall (1.3 Mini-Cooper S) works hard to stay ahead of Tony Lanfranchi (2.0 Viva GT) and Martin Birrane (4.7 Ford Falcon) as they line up for Kidney during the big saloon race.

Premium Bond at Brands

By JEFF HUTCHINSON

DESPITE the cold, a reasonably large crowd turned out on Sunday for the Mini Seven CC meeting at Brands Hatch where five close-fought races and full grids provided one of the best club events for some while.

Saloons up to 1-litre kicked off and it looked like a good starter with Rob Mason (1.0 Mini), Bill McGovern in the Bevan Imp and Laurie Hickman in the Leonard Ward G5 Anglia, each taking their marques to the front row of the grid, while behind lay other notables like Terry Harmer (1.0 Mini) and Liane Engeman in the D. J. Bond 1.0 Anglia MAE. As the flag fell McGovern made a perfect start and led into Paddock and as the field streamed behind him into Bottom Bend, Peter Baldwin (850 Mini) went wide and in the resulting spin Martin Tatum's similar car spun also while the rest of the field avoided a near disaster. After this first lap heart-stopper the race settled down to McGovern, Mason and Harmer fighting it out just clear of Hickman who was in turn hard pushed by John Routley, Bob Mandry and Reg Gubbings, all 1.0 Mini-mounted, with Miss Engeman closing up. On lap 4 Mason took McGovern at Druids then at Clearways Mandry overcooked it and hit the bank hard, fortunately without injury to himself. The first three cars separated a little while Miss Engeman took over Mandry's place. By lap 9 McGovern had slowed after he broke his gearlever off in the excitement; he continued in third until lap 11 when he had to retire the Imp. It was a well-spaced Mason and Harmer who crossed the finish line ahead of Hickman while in fourth place Miss Engeman just pulled ahead of Gubbings and Routley, the three of them just 0.8 sec apart at the flag. After a race long place swapping dice Tony Barnard (Mini) took the 850 cc class place and eighth overall from Chris Tyrrell's Mini a lap behind the leaders.

The small and large class Amasco prod sports races were combined for the next event to make up a full grid. On pole Warren Pearce (3.8 E-type) went straight into a lead which he never lost, with Roger Enever driving Garo Nigogosian's lighter 1.3 Midget in an equally secure second place. His Midget swap with Nigogosian proved his downfall, however, for a vital bolt on the nearside driveshaft came adrift on the

last lap and he came to rest on three wheels just short of Druids. Nigogosian inherited his second place while Rod Longton in his 1.8 TVR Grantura was third 2.8 secs behind, despite his efforts to catch the black Midget all through the race. Two of the most likely small class winners were eliminated, for on lap 2 Gabriel Konig in the Britten 1.1 Midget punctured the tyre when she hit the bank at Clearways while in third spot, her foot slipped off the brake pedal; and Alan Woode's 1.1 Sprite spluttered round with two wet cylinders caused by a porous cylinder head. Barry Wood took the class win a lap behind the leaders. Mike Loveday (3.8 E-type) did not spin for once, and drove from the back end of the grid to a well deserved fifth place, just failing to catch Geoff Daryn's 1.5 Turner, but managing to push the Healey 3000s of John Chatham and John Gott down to sixth and seventh places, Chatham winning his class.

The Mini 7 championship was already won by Mick Osborne but the final placings were still very close and there was a full grid of cars for the last round. Clive Trickey in the triple C Mini was first into Paddock with the rest of the field bumper-to-bumper behind. This continued for the next two laps with the pace really hotting up until the third time into Paddock when Trickey got the green Mini sideways and was hit by Mike Rope; Trickey came to rest against the bank while Rope rolled off the bank and ended upside down in the middle of the track. Miraculously all the other cars missed him and Rope stepped out unhurt. This left Viv Church in the lead from Graham Hows, Willie Dick, Bob Jones, Dennis Fernie, Ian Scott and Mick Jones, all as closely bunched as ever. Mini 7 Champion Mick Osborne was cruising round at the back of the field in a standard road car, his own car losing oil pressure in practice. Church held onto his lead until the end, but one of Hows' wheels came loose on lap 7 and he pulled off and retired. Dick came in second 3 secs behind Church, who set a new lap record, with Bob Jones third ahead of Mick Jones who had pulled out a lead from Fernie and Scott.

Of the F5000 cars entered for the Yazaki *formule libre* event Robs Lamplough's was the only one that arrived, his 4.7 Lotus-Cobra 43 having sprouted wings front and

back. The rest of the field was made up of mainly F3 and FF cars. Regular contender Tony Lanfranchi was not competing for his Merlyn Mk 14A had blown its engine on Wednesday, but the grid saw the welcome return of Clive Lacey's now 2.5-litre Brabham-Climax BT8, his 2.7 motor having had a rebuild and become a 2.5 with its new liners. Bev Bond (F3 Brabham BT21) led the race from start to finish, but only just, for Keith Holland (F3 Brabham BT21) and Keith Jupp (F3 Brabham BT21B) were right on his tail the whole time, these three staying comfortably ahead of Lacey, who held a secure fourth place to the finish. Jupp tailed the leaders for 11 of the 12 laps, but despite this he made his bid as they crossed the line for the last lap and slipped inside Holland at Paddock to take second place but was unable to pass Bond who scored a well deserved and long awaited win—the first three cars crossed the line just 0.4 sec apart. Tony Trimmer (1.6 Titan) with his brand new Lucas engine, was the first FF car home and fifth overall after Brendan McInerney retired with a rear puncture. Trimmer was the last to complete the full distance. Lamplough never really got going for a first lap shunt at Paddock involving John Gillmeister (F3 Lotus 32/35) and an MRS 1.6 Lotus 51 held him up, and a spin at Clearways to avoid another spinning car weakened the aerofoil which later collapsed and he retired. Sixth was Australian Jim Hardman's F3 BT21B.

The last big saloon race was perhaps the most exciting of the day for the leading places were not certain until the chequered flag fell. Martin Birrane (4.7 Ford Falcon) was on pole position, but as they leapt away at the start Tony Lanfranchi driving the Shaw and Kilburn 2.0 Viva GT got the power down first and took the inside line to Paddock Bend. Ian McDougall made a good start and it was McDougall who led Lanfranchi and Birrane at the end of lap 1. As they came past the start line Pat Mannion (1.8 Anglia t/c) slowed with his oil gauge reading nil, but by Paddock it was back to 20 lb so he carried on in sixth place. Birrane took the lead at Kidney and pulled away from Lanfranchi, Ken Costello (1.3 Mini-Cooper S) and McDougall, now all frantically changing places. These three were now a few secs behind Birrane while Mannion was creeping up behind. By lap 7 Mannion had caught up, despite having to change into top at the bottom end of the straight in order to keep the revs down. On lap 9 Mannion took the two Minis and on the next lap passed Lanfranchi, setting fastest lap as well. Mannion carved away at Birrane's lead, finishing 2.6 secs behind. Lanfranchi was third, and Costello just managed to get the better of McDougall while the rest of the field came in well spread out.

Saloon cars up to 850 cc and 851 to 1000 cc (12 laps): 1, R. Mason (1.0 Mini-Cooper S), 12 m 02.6 s, 74.13 mph; 2, T. Harmer (1.0 Mini-Cooper S); 3, L. Hickman (1.0 Ford Anglia). **Fastest lap:** Mason, 58.8 s, 75.92 mph. **Class winners:** T. Barnard (850 Mini) and Mason.

Amasco championship qualifying round for prod sports cars up to 1150 cc, 1151 to 2000 cc, 2001 to 3000 cc and over 3000 cc (12 laps): 1, W. Pearce (3.8 Jaguar E); 11 m 43.0 s, 76.20 mph; 2, G. Nigogosian (1.3 MG Midget); 3, R. Longton (1.8 TVR Grantura). **Fastest lap:** Pearce, 56.8 s, 78.59 mph. **Class winners:** B. Wood (1.1 Austin-Healey Sprite), Nigogosian, J. Chatham (2.9 Austin-Healey 3000) and Pearce.

Final round of the Formula Mini 7 championship (10 laps): 1, V. Church (850 Mini), 11 m 08.2 s, 66.81 mph; 2, W. Dick (850 Mini); 3, B. Jones (850 Mini). **Fastest lap:** Church, 1 m 04.0 s, 69.75 mph (record).

Yazaki formule libre championship qualifying round (12 laps): 1, B. Bond (F3 Brabham BT21), 10 m 35.8 s, 84.25 mph; 2, K. Jupp (F3 Brabham BT21B); 3, K. Holland (F3 Brabham BT21). **Fastest lap:** Bond and Jupp, 51.2 s, 87.19 mph.

Saloon cars over 1001 cc and over 1300 cc (12 laps): 1, M. Birrane (4.7 Ford Falcon), 11 m 53.8 s, 75.05 mph; 2, P. Mannion (1.8 Ford Anglia t/c); 3, A. Lanfranchi (2.0 Vauxhall Viva GT). **Fastest lap:** Mannion, 57.8 s, 77.23 mph. **Class winners:** K. Costello (1.3 Mini-Cooper S) and Birrane.



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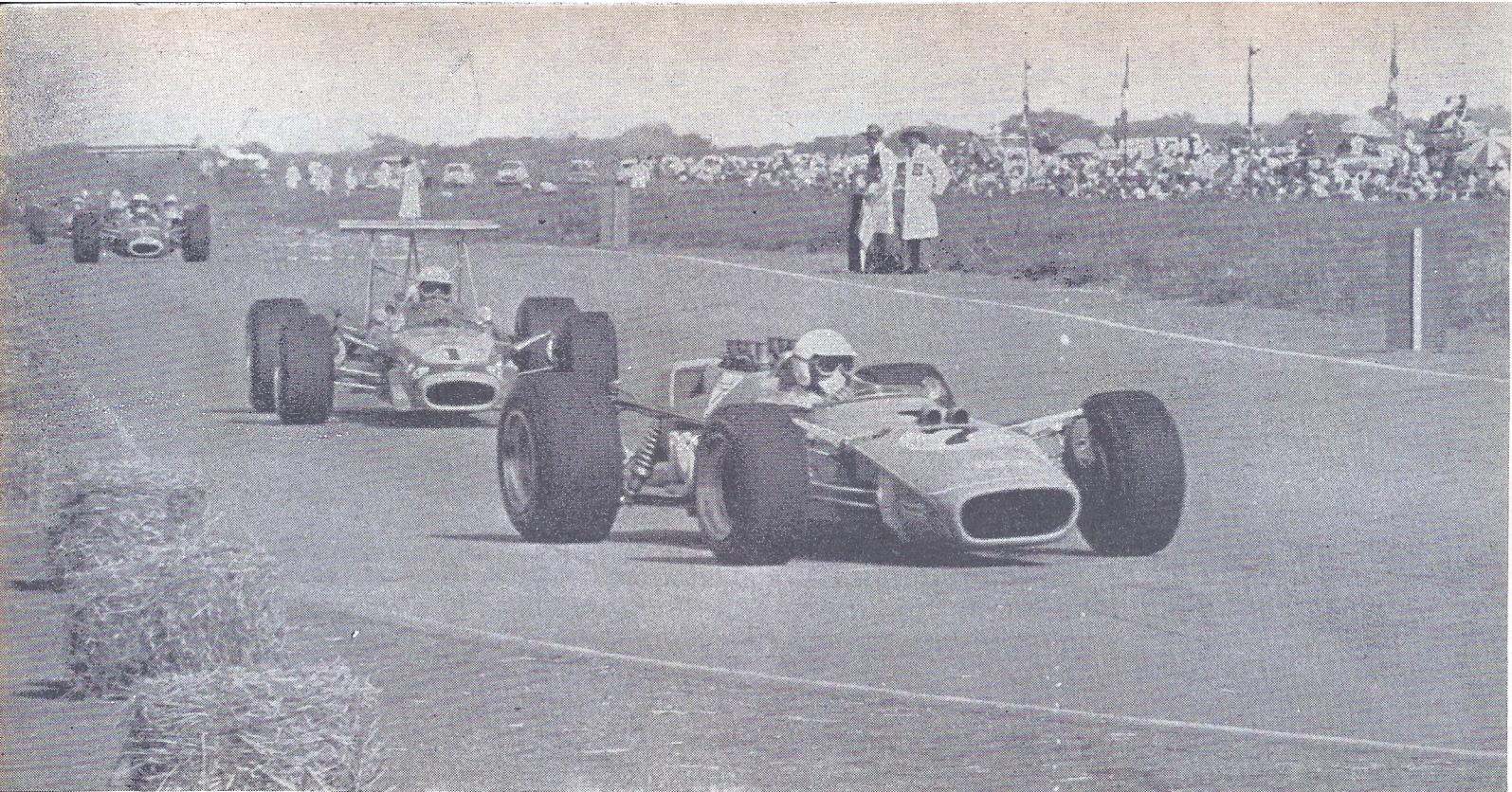
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Lap 1, and Dave Charlton's Lola T140 holds a brief lead from John Love's Lotus 49.

Rhodesian GP: Fourth time to Love

Team Gunston one-two at Bulawayo for John Love (Lotus 49) and Sam Tingle (Brabham BT24) — Sports car wins to Hawkins, de Udy

By BRIAN SMITH

JOHN LOVE, driving the Team Gunston Lotus-Ford 49, won yet another African Formula 1 race on December 1. This was the Rhodesian Grand Prix, on his home circuit at Bulawayo. The race was run in stifling heat, which was responsible for the failure of the main challenge from Dave Charlton in the Scuderia Scribante Lola-Chevrolet Formula A car. Charlton pushed Love hard in the early stages, but three stops to have water thrown on himself dropped him down to fourth at the finish behind the Team Gunston Repco Brabham BT24 of Sam Tingle and the Formula A McLaren-Ford of Bob Olthoff.

Paul Hawkins in his Team Gunston CanAm Ferrari P4 and Mike de Udy in his 5-litre Lola-Chevrolet T70 each won a supporting sports car race, with de Udy's new lap record being faster than the best F1 time in the race.

ENTRY

THE Rhodesian Grand Prix meeting was the third event in the Springbok Series, but the two short (25- and 15-lap) races for sports cars weren't part of the Springbok Championship, which comprised only the

four long-distance races, the third round being at Lourenço Marques last Sunday.

The main 50-lap race was in fact for single-seaters, although it wasn't a qualifying round of the South African Drivers' Championship as in previous years. As could be expected, the two main entries were the Team Gunston Lotus-Ford 49 of John

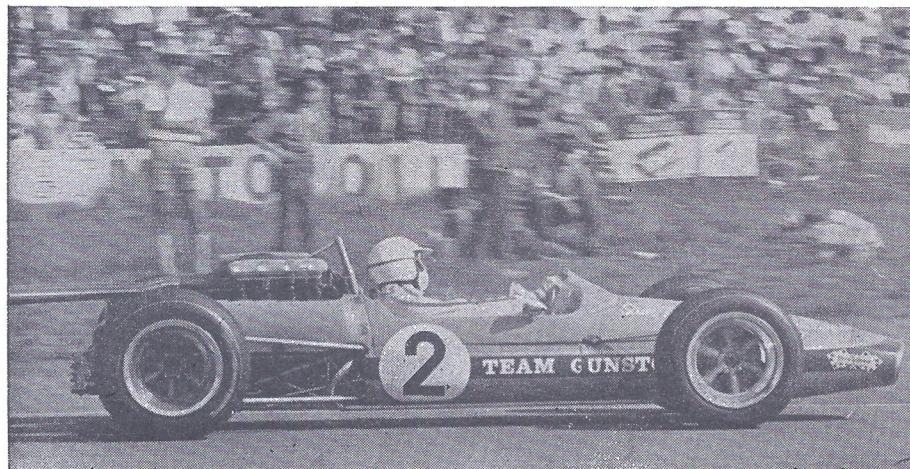
Love and the Team Gunston Repco Brabham BT24 of Sam Tingle, these being the only two full Formula 1 cars entered. Love was favourite as he'd won the race on three previous occasions, and of course this year he is again South African F1 Champion.

The other quick cars were the Formula A models of Dave Charlton (Scribante Lola-Chev) and Bob Olthoff (McLaren-Ford). Two notable absentees were Basil van Rooyen, who had gone to England to buy a McLaren F1 car for next year, and Jackie Pretorius, whose Doug Serrurier Lola Formula A hadn't had its engine rebuilt after use in the sports car at Cape Town the previous week. There were only eight other cars entered, three competitive machines being the Gold Star cars of Peter Parnell (ex-Mosley Brabham-FVA BT23C), Clive Puzey (LDS-Ford t/c), Mike Domingo (2.0 LDS-Climax).

All the British cars except Jackie Epstein's Lola, David Piper's Ferrari and Paddy McNally's Porsche 911 made the trek from Cape Town to Bulawayo, and Paul Hawkins' Ferrari P4 was obviously the favourite for the two sports car events. Main opposition came from Mike de Udy's Lola-Chev, but this still only had the 5-litre engine. Malcolm Guthrie had decided to drive his new Mirage himself for the first time at this meeting. Two British 2-litre cars were entered: the Porsche 910 of Charles Lucas and the works Chevron-BMW of Brian Redman. The rest of the 15-car field was made up with small capacity local cars.

PRACTICE

THERE was practice all day on the Friday, but few cars went out, and the only incident was when a car tore up a strip of



Second in the ex-works twin-cam Repco Brabham BT24 was Sam Tingle.

newly-laid surface at the apex of one corner, giving the road menders a quick job to do! Evidently in the heat the tarmac material just wasn't going hard, so some quick drying cement had to be applied.

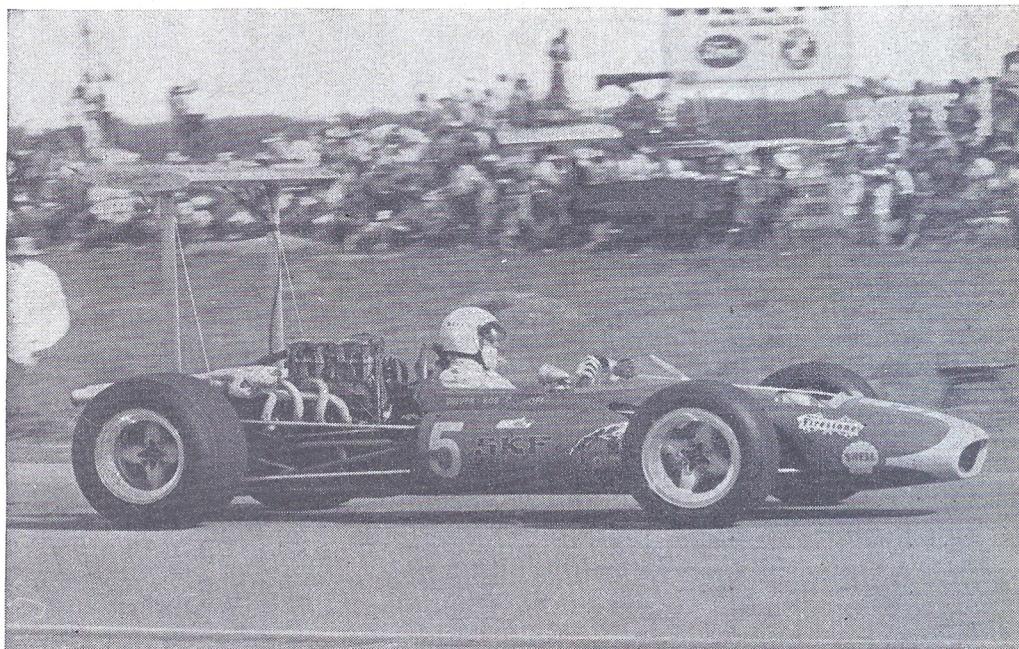
Official practice on Saturday saw Love's immaculately-prepared Lotus over 2 secs faster than the record and 2 secs quicker than Charlton, whose car was still far from sorted in the handling department. The four big-banger cars were naturally far quicker than anything else, but the high temperatures experienced were to have an effect on the race in a way few expected. In the sports car practice Hawkins was easily fastest, but de Udy only did a few laps without extending the car. No one had any serious troubles.

RACE

SUNDAY was again very hot and, after races for Formula Vee, motorcycles and saloons (won by Peter Parnell's Lotus Cortina), the sports cars lined up for their first 25-lap race. In fact there was no dice at all, because the order as they left the grid—Hawkins, de Udy, Guthrie, Redman and Lucas—remained the same throughout, the intervals merely getting longer. Towards the end both Hawkins and Lucas suffered from misfiring, but this didn't affect the result.

After further motorcycle and Vee events, the second 15-lap event started. This time Hawkins' car oiled a plug on the line and de Udy was first away into a lead he was not to lose. Hawkins managed to stay with him for ten laps, but then another plug cut out and he dropped back to finish a lonely second. Behind him Lucas, who had lost his initial third place to Redman when he slid wide at the hairpin, kept the crowd interested in his attempts to regain third place, but Redman managed to keep the Chevron ahead to the end. De Udy's fastest lap of 1 m 19.5 s was also a new sports car record.

The Grand Prix was the last event on the programme, and started at 3.30 pm with a crowd of around 15,000 present. To their dismay Love didn't shoot straight into the lead, for Charlton had made a demon start from the middle of the front row. However, he did it all wrong coming back into the pits straight at the end of the lap and Love, Olthoff and Tingle all got past before he could get going again. Behind this leading bunch Parnell was leading the rest by a long way, but all eyes were on Charlton, who was slowly gaining on Love. He passed Tingle and Olthoff, and by lap 4 was again second. On lap 7 Tingle squeezed past Olthoff; Domingo was up to sixth, with



Bob Olthoff's Ford-powered McLaren Formula A/5000 car started life as an early production Group 7 car.

Puzey coming through the field after a poor start.

On lap 18 Olthoff retook third place from Tingle, and Charlton was nearly up with Love. Three laps later, though, Charlton came into the pits nearly fainting from the heat in the Lola's cockpit. They'd put two cold air scoops on the nose but it obviously wasn't enough. Firestone's Chris Parry grabbed a bucket, doused the driver down, and sent him back into the race.

The stop cost Charlton nearly a lap, so once again he was down to fourth, but this time it took him five laps to get back to third—and then he had to stop again for more coolant. He then started to lap faster than Love again, but now two laps down, so Love just let him go. Tingle was back into second place, but Parnell ran out of fuel and lost too much time to make up again.

On lap 42 Charlton had to stop yet again and so lost third place to Olthoff, and was never able to get it back again. Thus Love cruised home to a popular win with Tingle in second place—a sponsor's dream! Puzey was sixth behind Domingo and thus won the Gold Star class.

Several people realised during this race

that a good Formula A or 5000 car could be faster than an F1 machine next year, and some plans will doubtless be altered in the near future. The race organisation was better than last year, but the track still isn't very safe, and most people look forward to the opening of the new circuit in about a year's time. The race commentator set an all-time low in lack of knowledge of even South African entries, let alone British ones, but at least he was enthusiastic.

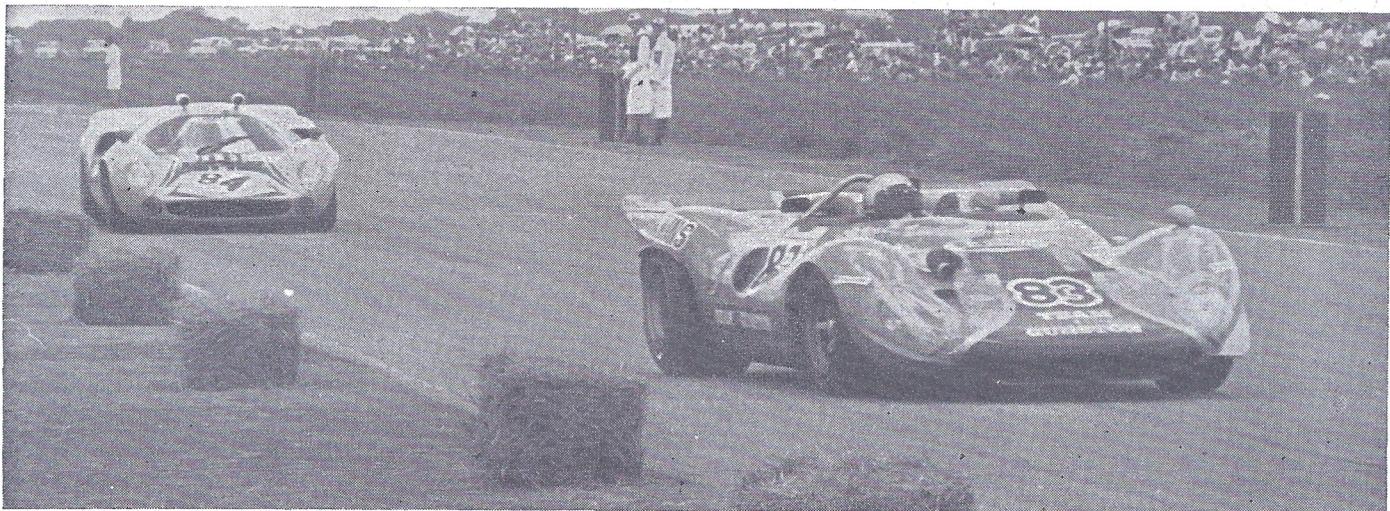
Rhodesian Grand Prix, Bulawayo, 50 laps, 103 miles, December 1

- 1, John Love (3.0 Lotus-Ford 49 V8), 1 hr 6 m 24.4 s;
- 2, Sam Tingle (3.0 Repco Brabham BT24 V8);
- 3, Bob Olthoff (5.0 McLaren-Ford V8);
- 4, Dave Charlton (5.0 Lola-Chevrolet T140 V8);
- 5, Mike Domingo (2.0 LDS-Climax FPF 4);
- 6, Clive Puzey (1.6 LDS-Ford t/c 4).

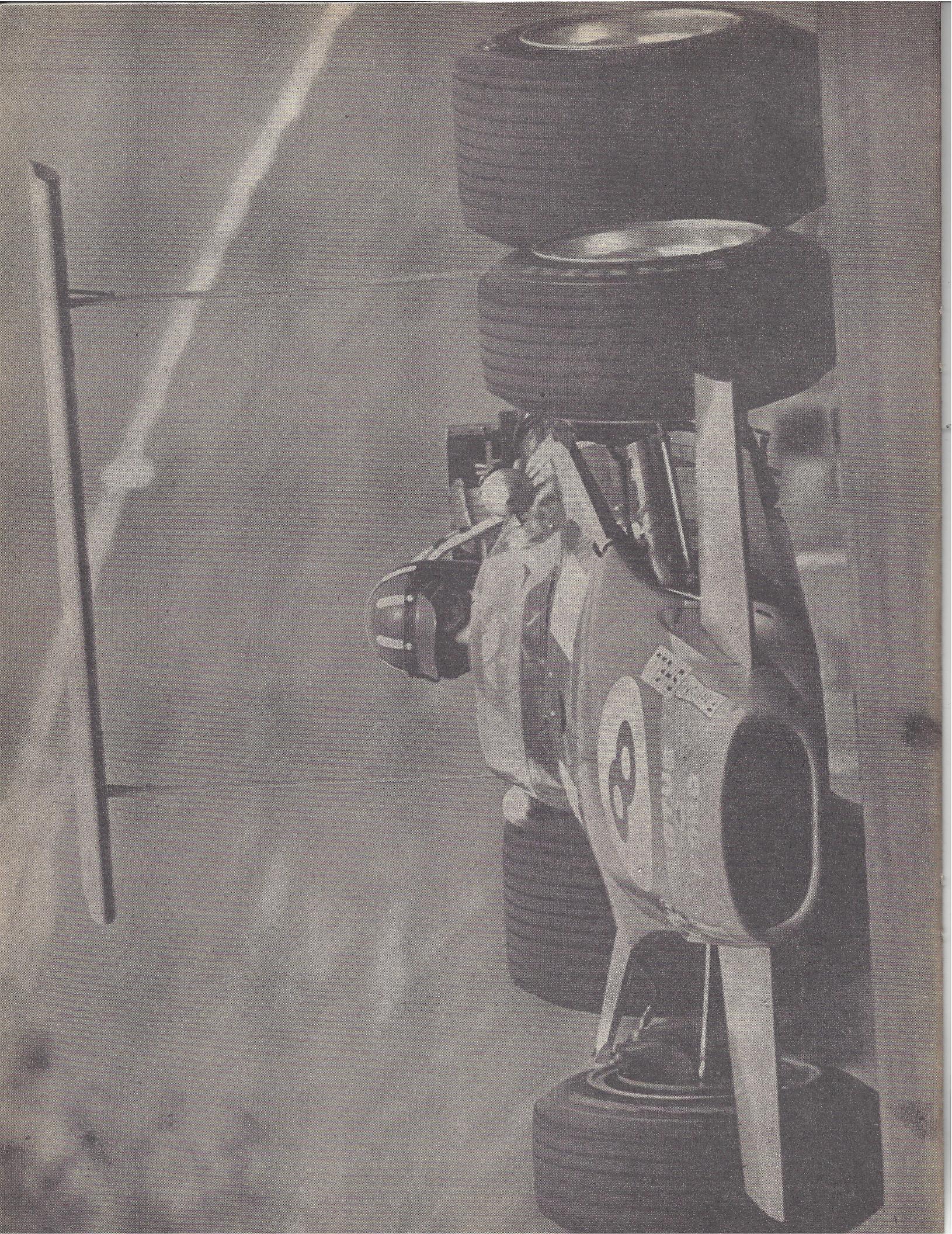
Fastest lap: Love, 1 m 20.2 s.

Unlimited sports car race, 25 laps: 1, Paul Hawkins (4.4 Ferrari P4 G7), 27 m 18.8 s; 2, Mike de Udy (5.0 Lola-Chevrolet T70 Mk 3 GT); 3, Malcolm Guthrie (5.7 Mirage-Ford); 4, Brian Redman (2.0 Chevron-BMW B8); 5, Charles Lucas (2.0 Porsche 910); 6, P. Stroebel (1.6 GSM Dart). Fastest lap: Hawkins, 1 m 21.0 s (record).

Sports cars, 15 laps: 1, Mike de Udy (5.0 Lola-Chevrolet T70 Mk 3 GT), 20 m 18.9 s; 2, Paul Hawkins (4.4 Ferrari P4 G7); 3, Brian Redman (2.0 Chevron-BMW B8).



Paul Hawkins, in the CanAm P4 Ferrari, and Mike de Udy in his Lola T70 scored a win each in the sports car races.



SEASONAL SURVEY: 1

FORMULA 1

By PATRICK McNALLY

THE 1968 season has seen the finest Grand Prix racing since the introduction of the 3-litre Formula 1. Up until this year one make had tended to dominate every round, with the championship decided in favour of the car rather than the driver. However, this year the more general availability of the Ford Cosworth V8 engine changed all that, for Matra International and McLaren Racing were Ford-powered as well as Lotus. Ferrari also developed their 3-litre V12 to the point where it was every bit as competitive as the Ford, which meant that at most GPs there were at least eight different cars capable of setting fastest lap.

The other factor which made for closer racing—a truly tragic one—was the absence of the late Jimmy Clark from the scene. There is little doubt that, had Jimmy been contesting this year's championship races, their results would have been a foregone conclusion. Without him to contend with, the drivers were surprisingly well-matched, with only a few displaying outstanding form. Clark's death influenced the course of GP racing just as much as the Ford engine.

The third factor was the great advancement in chassis design that has taken place. During the last twelve months we have seen a universal acceptance of highly sophisticated suspension geometry and chassis design which has made the roadholding and controllability of all the marques contesting F1 very much on a par. This meant that the braking and cornering power of all the cars was very equally matched; but, more important, the suspension systems—when coupled with the latest crop of wide wheels and tyres—was more than able to cope with 400 bhp even in relatively inexperienced hands. Unless the going was really rough, F1 didn't differentiate enough between the varying abilities of the drivers.

This last point, the fact that a 3-litre engine in a current F1 chassis can be driven at highly competitive speeds by a relatively inexperienced driver, was demonstrated by Jackie Oliver in the British GP, which was only his third F1 race. These comments are no reflection on Oliver's ability, but they do drive home the point that F1 cars in their present form do not fairly demonstrate the overall capabilities of a driver—for even Oliver's most ardent fan would find it difficult to argue that he has the same skills as Stewart, for example.

The year of the aerofoil

THIS season will, of course, go down in motor racing history as the year of the aerofoil. These aerodynamic devices played an all-important rôle in getting more power

onto the road earlier, and will no doubt drastically influence the course of chassis and suspension design in the very near future. The wings first appeared at Spa on the Ferraris and Brabhams in fairly primitive form, but well before the end of the season they had been adopted universally, and many of them had taken a much more advanced form, being adjustable and far more scientifically constructed.

While this year the aerofoil was very much an addition to an original design, next year the chassis is liable to be designed round the wing rather than the other way round. This could lead to some very weird contrivances with the wing running the whole length of the car, which will be all right as long as the car is going straight, but could produce some alarming results should the car spin at high speed.

Superior skill

One man really excelled as far as the drivers were concerned: Jackie Stewart. He was the only pilot who consistently displayed superior skill, particularly in the wet and around the more demanding circuits like the Nürburgring. Really dedicated to motor racing, the Scotsman is a worthy successor to Jimmy's crown.

No one will deny Stewart's ability. For the first part of the season he was forced to drive with his hand and wrist in a plastic support, yet he so nearly won the Belgian Grand Prix, only to be beaten by the cruellest luck—running out of fuel with only a lap to go. What brought his ability home to the general public was his performance at Zandvoort where, aided by suitable tyres, he made everybody else look very inferior by winning as he chose. At the Nürburgring, which is always a good indication of a driver's skill—especially in the wet—once again he was outstanding; he drove a superb race in almost impossible conditions, and even Stewart's worst critics were forced to bracket him with such great names as Nuvolari, Fangio, Moss and Clark. At Watkins Glen, on a completely dry track, the Scotsman was still master of the situation, if not quite so obviously.

Undoubtedly Ken Tyrrell's military organisation and efficiency played a vital rôle; during practice his was often the only team which found time for exact tyre wear and fuel calculations while the majority were still busy trying to set a time. That Tyrrell could come into F1 and make his name a by-word for efficiency in just one season perhaps reflects poorly on his competition.

The French monocoque chassis that he used was extremely good, but certainly not outstanding, and there were other chassis about which were superior. Ford power, as already mentioned, played an important part, but it is interesting to speculate on Jackie's chances had he been driving a different marque. I think he might well have done even better driving a Lotus or a Ferrari,

would have done as well in a McLaren M7A, but would have been hard pressed to return the same results in either the Honda or the BRM type 133.

To say that Stewart is dedicated is not fully descriptive of his character. As he bounces along on the balls of his feet, his eyes bright and alert, his speech crisp, one can almost detect that this man is a natural driver in the same way as Moss and Clark were. The wee Scot doesn't have to work and screw himself up to do a time; he just goes out, unbelievably cool, and turns in the quick laps. Although he is not a really brilliant test driver, he seems to be able to appreciate most problems that present themselves. Ken Tyrrell always manages to interpret what's required and suggest a solution; consequently one never sees ideas tried, rejected and then tried again, which is very good for the morale of a team.

Dubbed motor racing's best ambassador, Graham Hill is a born showman. His performances this year have been particularly impressive, especially when one considers that, unlike Stewart, he really has to work hard to go quickly. After Jimmy Clark's death Graham had the responsibility of carrying the Team Lotus banner alone until Oliver and later Andretti joined the team. The psychological effect of losing his teammate and closest friend could have been disastrous to his racing career, but Hill has come up the hard way, and even this tragedy he took in brave and exemplary fashion.

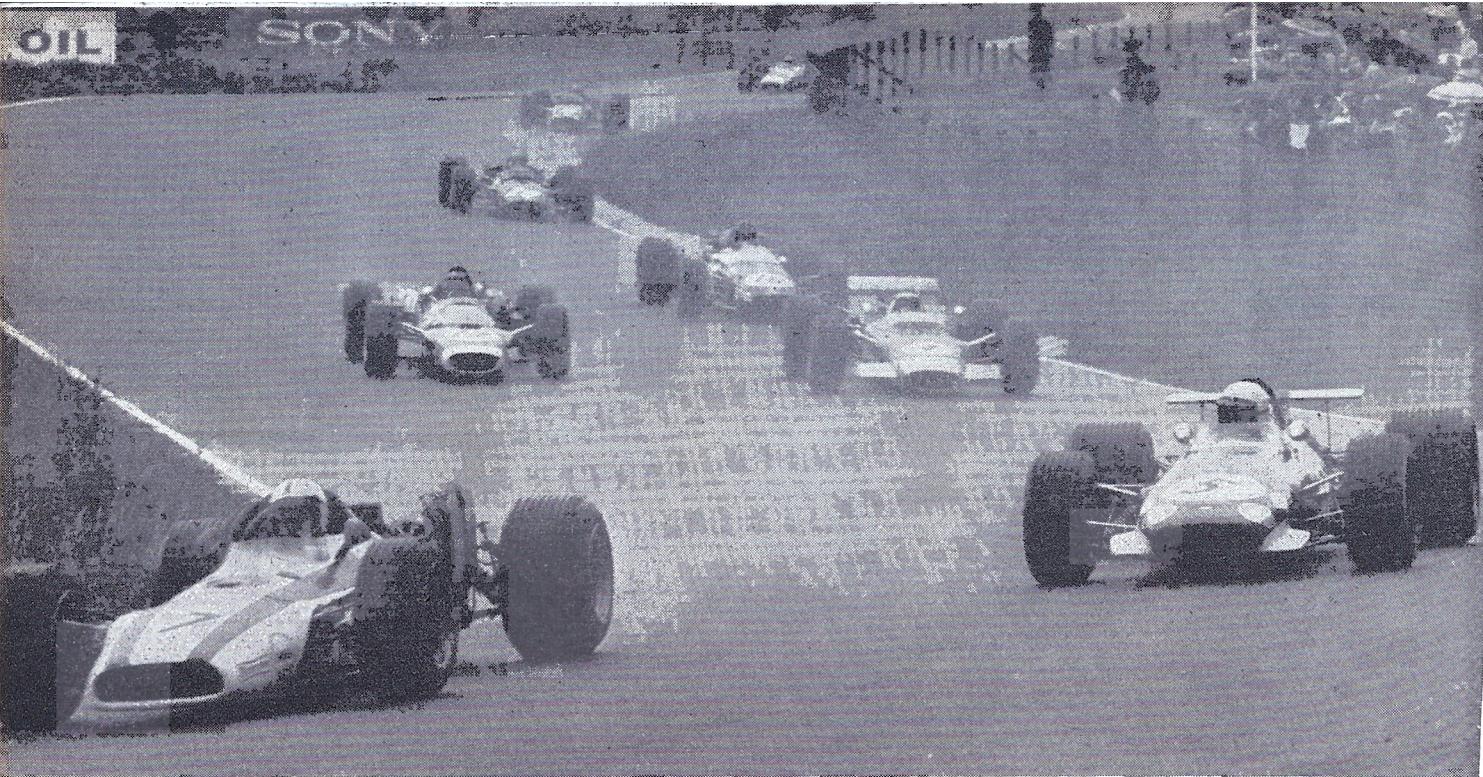
Hill had one of the best cars, if not the best, in the Lotus 49B. The car was right down to the weight limit, and its Ford engine made it the fastest machine around. The original 49 had suffered from rear-end bump-steer, but this was virtually eliminated in the 49B. As the most competitive car of the previous year, the Lotus 49 had been able to use a ZF gearbox, despite the problem of changing ratios, but this year they too had to go for the universally popular Hewland in order not to be handicapped.

Very shrewd

Although the F1 Lotus was a trifle fragile, Colin Chapman's organisation was excellent, and Chunky usually helped his drivers with very shrewd decisions. Chapman, of course, had gained experience in running the Ford engine the year before, which put him a step ahead of the opposition, although Tyrrell's Matra-Ford got very close before the end of the season.

Mario Andretti only competed in the American Grand Prix (although he practised at Monza), but the little Italian-American immediately showed himself to be World Championship material and very much in the Stewart class. Mario seems to have the same natural ability as Jackie, coupled with an amazing amount of guts. If you talk to Andretti, the only person he considers as serious opposition is Stewart, while the Scotsman has the same respect for Mario.

Champion at work: Graham Hill rushes into Druids at Brands Hatch in the Lotus 49B.



Zandvoort in the wet: Surtees in the Honda leads Brabham's BT26, Oliver's Lotus 49, Beltoise, who made fastest lap in the V12 Matra and finished second, Gurney, who was having a drive in the two-cam Brabham BT24, Courage's Parnell BRM, Attwood's works BRM and Hulme's McLaren.

WORLD CHAMPIONSHIP OF DRIVERS 1968 AND OTHER F1 RACES

Pos.	Driver	Car	Races										Non-Championship F1 Races				
			Kyalami	Jarama	Monaco	Spa	Zandvoort	Rouen	Brands Hatch	Nürburgring	Monza	Mosport Park		Brands Hatch	Silverstone	Oulton Park	
1	Graham Hill	3.0 Lotus-Ford 49 and 3.0 Lotus-Ford 49B	2	1	1	R	9	R	2	A	4	2	1	48	R	R	R
2	Jackie Stewart	3.0 Matra-Ford MS9 V8 and 3.0 Matra-Ford MS10 V8	5	2	5	R	1	3	6	1	R	6	1	36	6	1	1
3	Denny Hulme	3.0 McLaren-BRM M5A V12 and 3.0 McLaren-Ford M7A V8	R	R	3	R	5	5	4	7	1	1	A	33	3	4	R
4	Jacky Ickx	3.0 Ferrari 312 V12	R	R	1	A	4	3	4	3	3	1	R	27	8	4	R
5	Bruce McLaren	3.0 McLaren-Ford M7A V8	R	R	1	A	8	7	13	R	2	6	2	22	1	2	R
6	Pedro Rodriguez	3.0 BRM P126 V12, 3.0 BRM P133 V12 and 3.0 BRM P138 V12	R	A	2	3	12	R	3	R	3	4	18	2	2	4	
7=	Jo Siffert	3.0 Cooper-Maserati T81 V12, 3.0 Lotus-Ford 49 V8 and 3.0 Lotus-Ford 49B V8	R	R	R	R	11	1	R	R	5	6	12	—	—	R	
7=	John Surtees	3.0 Honda RA300 V12 and 3.0 Honda RA301 V12	8	R	R	R	7	2	5	R	A	3	R	12	—	—	—
9	Jean-Pierre Beltoise	1.6 Matra-Ford MS7 FVA 4, 3.0 Matra-Ford MS10 V8 and 3.0 Matra MS11 V12	R	R	R	R	12	R	11	R	R	R	R	11	4	3	2
10	Chris Amon	3.0 Ferrari 312 V12	4	R	—	R	6	10	2	A	A	R	R	10	9	4	3
11	Jim Clark*	3.0 Lotus-Ford 49 V8	1	—	—	—	—	—	—	—	—	—	—	8	—	—	R
12	Jochen Rindt	3.0 Repco Brabham BT24 V8 and 3.0 Repco Brabham BT26 V8	3	R	A	R	R	7	R	3	R	R	R	6	—	—	—
13=	Dickie Attwood	3.0 BRM P126 V12 and 3.0 BRM P133 V12	—	—	2	R	7	7	R	14	—	—	—	11	6	6	—
13=	Johnny Servoz-Gavin	3.0 Cooper-BRM T86B V12 and 3.0 Matra-Ford MS10 V8	—	—	A	7	—	A	11	2	A	—	3	6	6	6	3
13=	Jackie Oliver	3.0 Lotus-Ford 49 V8 and 3.0 Lotus-Ford 49B V8	A	4	4	5	NC	—	R	—	R	7	R	5	—	—	—
13=	Lodovicio Scarfiotti*	3.0 Cooper-Maserati T81B V12 and 3.0 Cooper-BRM T86B V12	—	—	3	6	A	—	R	—	A	5	R	8	5	5	5
17=	Lucien Bianchi	3.0 Cooper-BRM T86B V12	—	—	—	—	—	4	R	A	A	5	R	4	5	5	R
17=	Vic Elford	3.0 Cooper-BRM T86B V12	—	—	—	—	—	—	R	—	—	—	—	4	—	—	—
19=	Brian Redman	3.0 Cooper-Maserati T81B V12 and 3.0 Cooper-BRM T86B V12	R	3	R	R	A	6	8	8	4	R	7	R	4	5	5
19=	Piers Courage	3.0 BRM P126 V12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
21=	Dan Gurney	3.0 Eagle V12, 3.0 Repco-Brabham BT24 V8 and 3.0 McLaren-Ford M7A V8	R	R	R	R	R	—	R	9	R	4	R	3	—	—	R
21=	Jo Bonnier	3.0 McLaren-BRM M5A V12 and 3.0 Honda RA301 V12	R	R	—	R	8	—	R	6	R	14†	5	3	—	R	R
22=	Silvio Moser	3.0 Repco Brabham BT20 V8	R	R	R	R	5	—	NC	5	R	R	R	2	2	7	R
23=	Jack Brabham	3.0 Repco Brabham BT24 V8 and 3.0 Repco Brabham BT26 V8	R	R	R	R	A	R	5	R	R	R	R	10	9	—	R
	Moises Solana	3.0 Lotus-Ford 49B V8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Henri Pescarolo	3.0 Lotus-Ford 49B V8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Mario Andretti	3.0 Lotus-Ford 49B V8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Jo Schlesser*	3.0 Honda R302 V8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Bill Brack	3.0 Lotus-Ford 49B V8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Derek Bell	3.0 Ferrari 312 V12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Bobby Unser	3.0 BRM P133 V12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Al Pease	2.7 Eagle-Coventry Climax 4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	David Hobbs	3.0 BRM P261 V12	—	—	—	—	—	—	—	—	—	—	—	—	9	6	6
	Hubert Hahne	2.0 Lola-BMW T100 4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Kurt Ahrens	3.0 Repco Brabham BT24 V8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Robin Widdows	3.0 Cooper-BRM T86B V12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	John Love	3.0 Repco Brabham BT20 V8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Jackie Pretorius	2.7 Brabham-Climax BT7 4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Dave Charlton	3.0 Brabham-Climax BT7 4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Sam Tingle	3.0 LDS-Repco V8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Basil Van Rooyen	2.7 Cooper-Climax T75 4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Andrea de Adamich	3.0 Ferrari 312 V12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Mike Spence*	3.0 BRM P115 H16 and 3.0 BRM P126 V12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Tony Lanfranchi	2.5 Brabham-Climax BT23B 4 and 2.1 BRM P261 V8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5
	Frank Gardner	3.0 Cooper-BRM T86B V12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Peter Gethin	2.0 Brabham-BMW BT21 4	—	—	—	—	—	—	—	—	—	—	—	—	10	—	—

* Deceased.

R: Retired.

A: Accident.

NC: Not classified.

† Still running at finish, classified 14th.

When Jackie Oliver got the chance of an F1 drive with Lotus he grabbed it with both hands, even though the financial return was thoroughly unrealistic. Oliver knew that he had to have experience in Grands Prix before he was going to get a chance with another F1 team; thus he accepted Chapman's terms thankfully, and made full use of his opportunity. His performance in the British Grand Prix was particularly impressive, but he showed up equally well at several other races and never disgraced himself, despite having his fair share of accidents. Next year he's going to BRM with Surtees, where his future will depend on how competitive the car is and little else.

Without doubt, the most unlucky driver of the year was Chris Amon. Sheer ability saw him qualify fastest on numerous occasions, but always something seemed to go wrong: either it rained, or his Ferrari suffered some minor mechanical derangement. Time and time again he would lead a race, only to be forced to retire in the final stages. Amon is another of those drivers with natural ability, and the 1968 F1 Ferrari was a very competitive machine: the combination should have meant at least some wins.

As well as his car letting him down, Amon suffered from an inferiority complex when it came to driving in the wet, and it wasn't until the Nürburgring that he cured himself of this handicap. It was almost as if he suddenly realised that it was just as difficult for everybody else, and finding himself ahead

of those reputed to like the wet, he was determined to stay there. If his gearbox hadn't packed up he would have surely passed Hill to claim second place.

For once Ferrari put all their efforts into their F1 programme and didn't split their interests with prototype racing. This certainly paid dividends, for Mauro Forghieri had available to him perhaps the best resources of any team, and the cars seldom seemed to appear without some form of modification, even between races barely days apart. Italian temperament within the structure of the team was happily subdued and there seemed to be a stronger team spirit than before with Franco Gozzi providing a very steady influence.

Really shone

Amid this background Jacky Ickx, the most promising newcomer to F1, really shone. The young Belgian is another of those who fall into the natural ability category, and his performances throughout the year showed how well he could cope with even the most difficult conditions. His greatest success was of course his magnificent win at Rouen in the most atrocious conditions, a drive which earned him the admiration of all, including the Firestone technicians, for it showed that the American company did after all have a tyre which worked in the wet. Becoming a F1 star must necessitate growing pains, but young Ickx carried it well, and no-one was more embarrassed

than he when hundreds of French teenage girls tried to mob him after his French victory. As well as giving Ferrari their only GP victory of the year, Ickx made a perfect No 2 driver for the vastly more experienced Amon.

There are many parallels which can be drawn between Ickx and Stewart, among which not least is the ability to negotiate a contract in their best interests. Ickx's unparalleled feat was signing for Ferrari on equal if not better financial terms than Amon, and still leaving himself free to drive for the JW Ford team. This must make him one of the few drivers who have ever succeeded in calling the tune to Enzo.

Even a fairly close examination of the results does not do John Surtees justice. Here is a man with outstanding ability, lightning reflexes, and more determination than anybody else to be World Champion again. So near yet so far from victory at Spa, Big John worked seven days a week almost 24 hours a day in an effort to keep the Honda competitive. His determination is perhaps his own undoing, for he takes on so much, with the whole responsibility lying firmly across his shoulders. This inability to delegate finds him personally supervising the design, building and testing of his cars, and he even gets caught up in such trivia as travel arrangements and the hiring of labour. How he can go out and drive the way he does, having often spent the night supervising the rebuild of his car, is completely

CONSTRUCTORS CHAMPIONSHIP 1968

Constructor	Kyalami	Jarama	Monaco	Spa	Zandvoort	Rouen	Brands Hatch	Nürburgring	Monza	Mosport Park	Watkins Glen	Mexico City	Total
1 Lotus-Ford	9	1	2	9	2	4	9	6	2	3	6	9	64
2 Matra-Ford	1	..	47
3 McLaren-Ford	9	..	46
4 Ferrari	35
5 BRM	28
6 = Cooper-BRM	14
6 = Honda	14
8 Repco Brabham	10
9 Matra Sports	8
10 McLaren-BRM	3

WINNERS' EQUIPMENT

Chassis	Wins	Engine	Gearbox	Petrol	Oil	Tyres	Plugs	Injection	Ignition	Brakes	Linings	Dampers
Lotus	5	Ford V8	ZF/Hewland	Shell	Shell	Firestone	Autolite	Lucas	Lucas	Girling	Ferodo	Armstrong
McLaren	4	Ford V8	Hewland	Shell	Shell	Goodyear	Autolite	Lucas	Lucas	Girling	Ferodo	Armstrong
Matra	2	Ford V8	Hewland	Shell	Shell	Dunlop	Autolite	Lucas	Lucas	Girling	Ferodo	Armstrong
Ferrari	1	Ferrari V12	Ferrari	Shell	Shell	Firestone	Champion	Lucas	Marelli	Girling	Ferodo	Koni

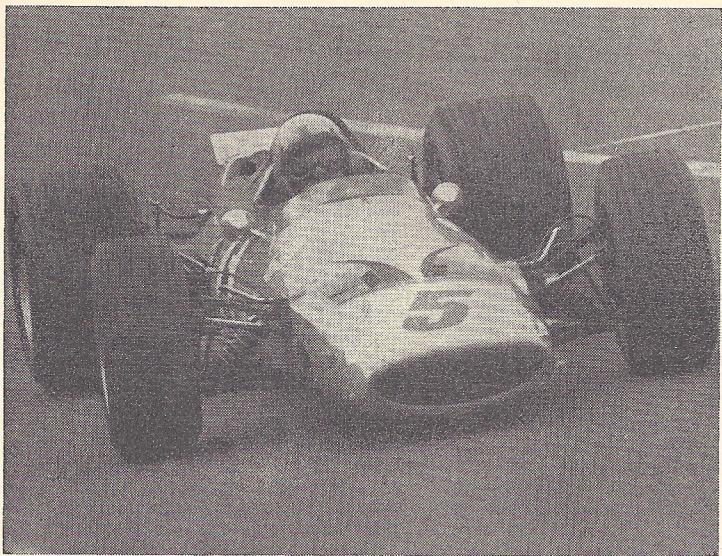
COMPARISON OF LAP AND RACE SPEEDS 1967/1968

Event	Venue	Date	1968		1967	
			Race average	Fastest lap	Race average	Fastest lap
South African Grand Prix	Kyalami	January 1	Clark/107.42 mph	Clark/109.68 mph*	Rodriguez/97.095 mph	Hulme/101.876 mph
Spanish Grand Prix	Jarama	May 15	Hill/84.41 mph	Hill/86.25 mph	—	—
Monaco Grand Prix	Monte Carlo	May 29	Hill/77.82 mph	Attwood/79.86 mph*	Hulme/75.899 mph	Clark/78.608 mph
Belgian Grand Prix	Spa-Francorchamps	June 9	McLaren/147.14 mph	Surtees/149.83 mph*	Gurney/145.74 mph	Gurney/148.85 mph
Dutch Grand Prix	Zandvoort	June 23	Stewart/84.66 mph	Beltoise/87.56 mph W	Clark/104.492 mph	Clark/106.492 mph
French Grand Prix	Rouen	July 7	Ickx/100.45 mph	Rodriguez/111.28 mph WA	—	—
British Grand Prix	Brands Hatch	July 20	Siffert/104.83 mph	Siffert/104.15 mph* WA	Hulme/101.47 mph	Gurney/103.15 mph
European Grand Prix	Nürburgring	August 4	Stewart/86.86 mph	Stewart/88.67 mph WA	Surtees/140.498 mph	Clark/145.345 mph
Italian Grand Prix	Monza	September 8	Hulme/145.41 mph	Siffert/100.32 mph* A	Brabham/82.65 mph	Hill/125.455 mph
Canadian Grand Prix	Mosport Park	September 22	Hulme/96.96 mph	Siffert/124.89 mph	Clark/120.95 mph	Clark/103.44 mph
United States Grand Prix	Watkins Glen	October 6	Stewart/124.89 mph	Stewart/126.96 mph* A	Clark/101.42 mph	—
Mexican Grand Prix	Mexico City	November 3	Hill/103.8 mph	Siffert/107.26 mph* A	Gurney/98.66 mph	Brabham/101.06 mph
Race of Champions	Brands Hatch	March 17	McLaren/100.77 mph	McLaren/104.15 mph*	—	Hill/117.08 mph
Daily Express Gold Cup Trophy	Silverstone	April 27	Hulme/122.17 mph	Amon/123.83 mph*	Parkes/114.65 mph	Brabham/108.51 mph
	Oulton Park	August 17	Stewart/109.29 mph	Stewart and Amon/110.44 mph* A	Brabham/106.37 mph	—

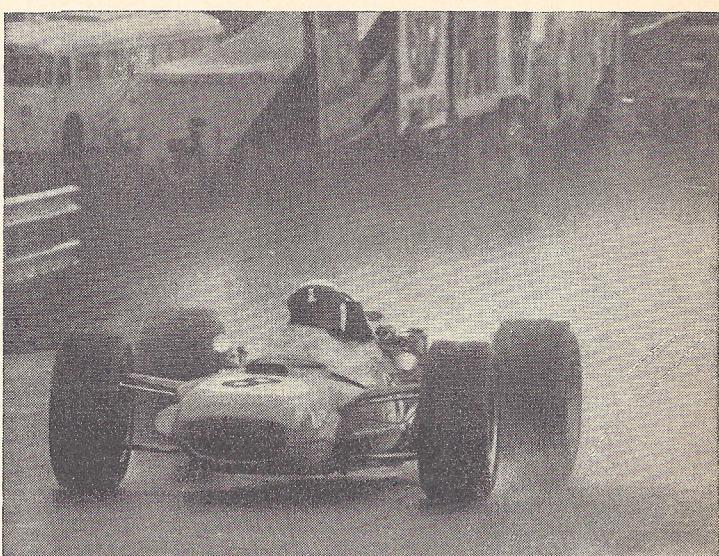
*-New record

W-Wet

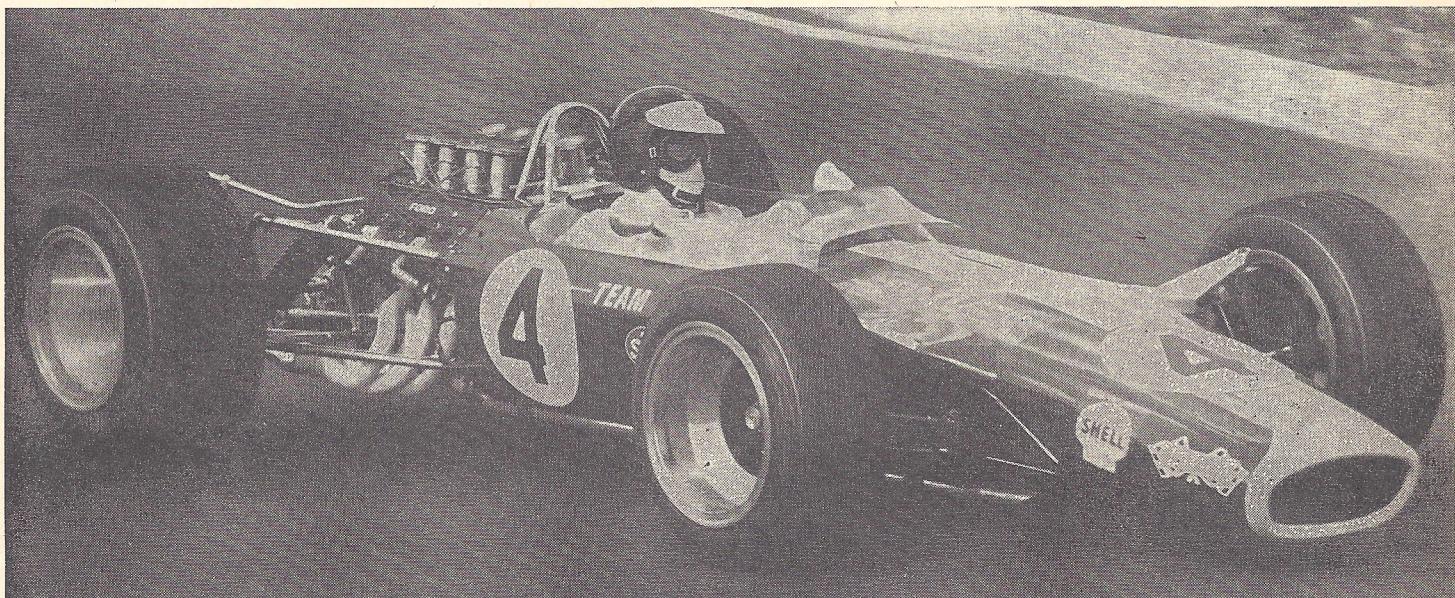
A-Aerofoiled



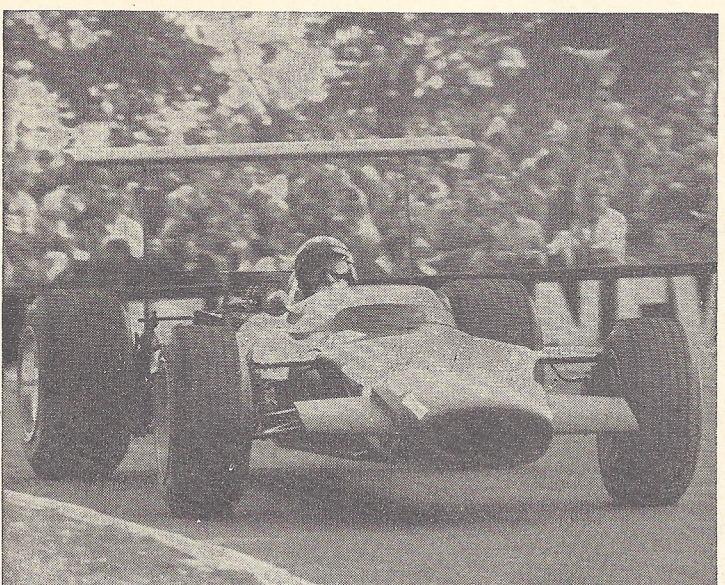
Bruce McLaren's M7A on its way to its Spa victory.



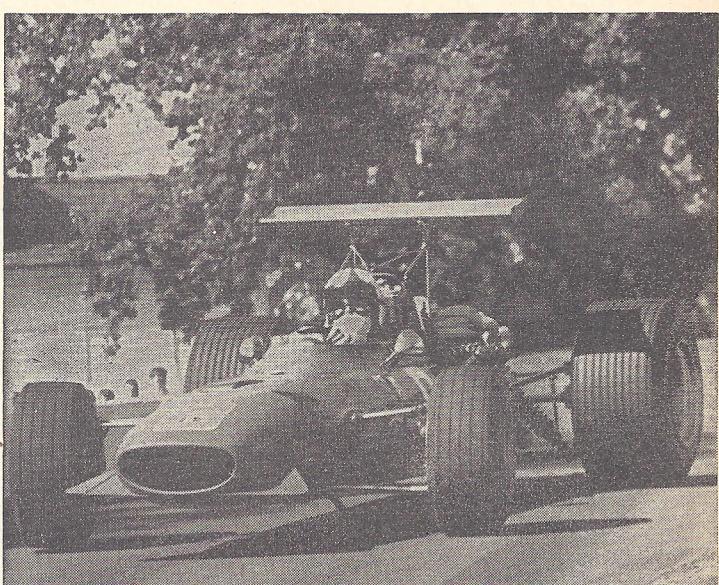
But for a drop of petrol . . . Stewart's Matra at Spa.



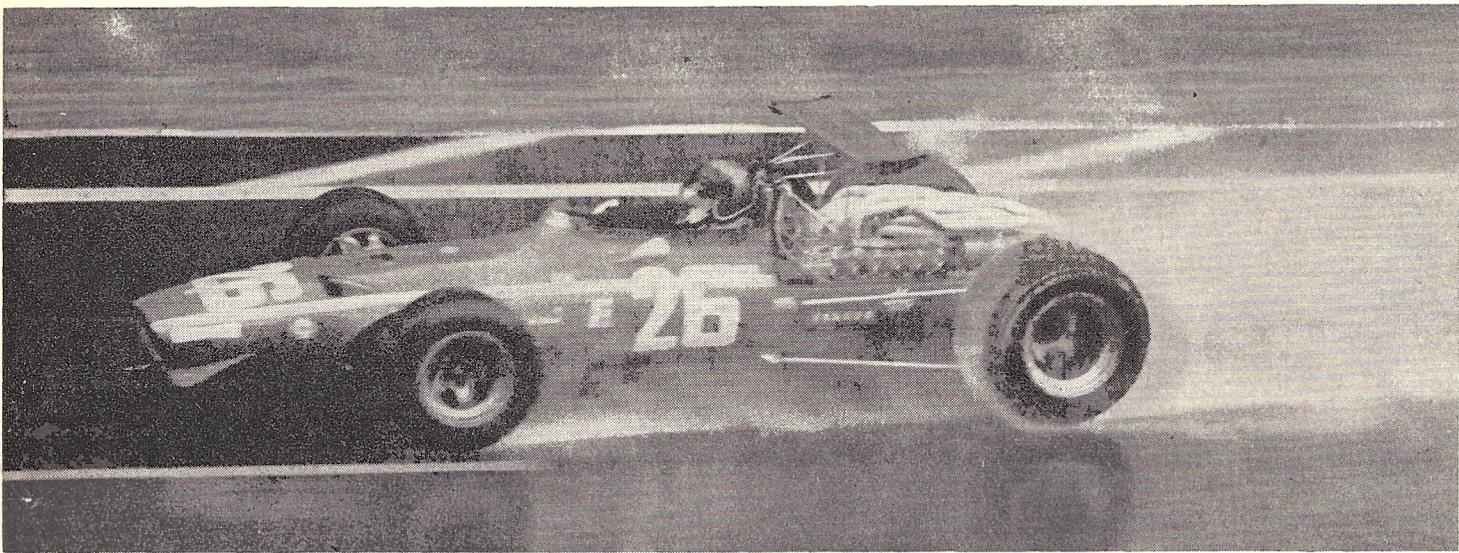
Clark winning his last F1 race at Kyalami.



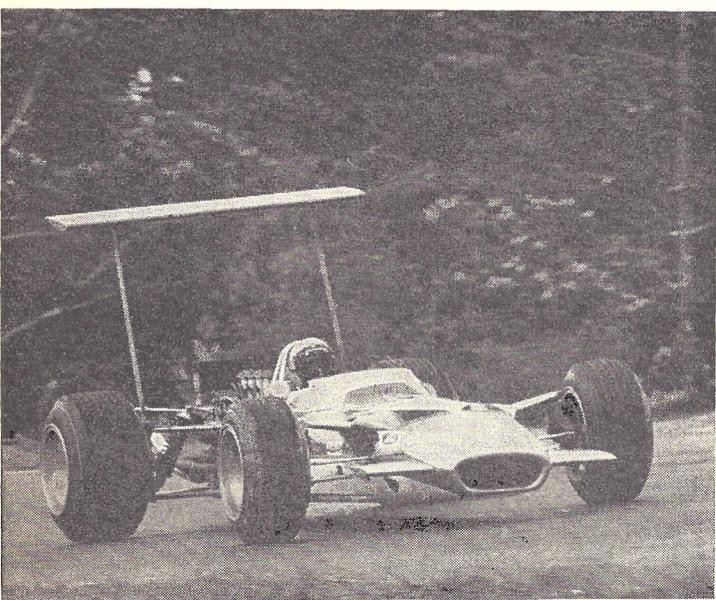
Siffert's day: winning the British GP for Rob Walker.



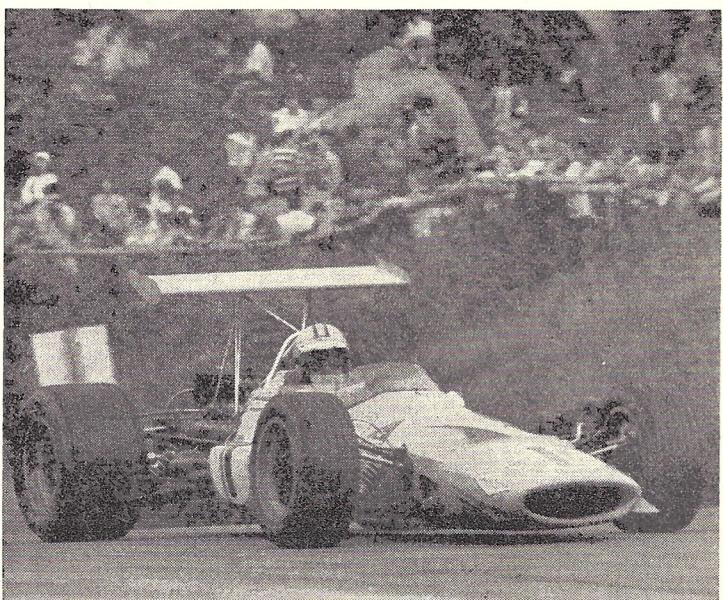
Chasing Stewart at Oulton is Amon in the Ferrari.



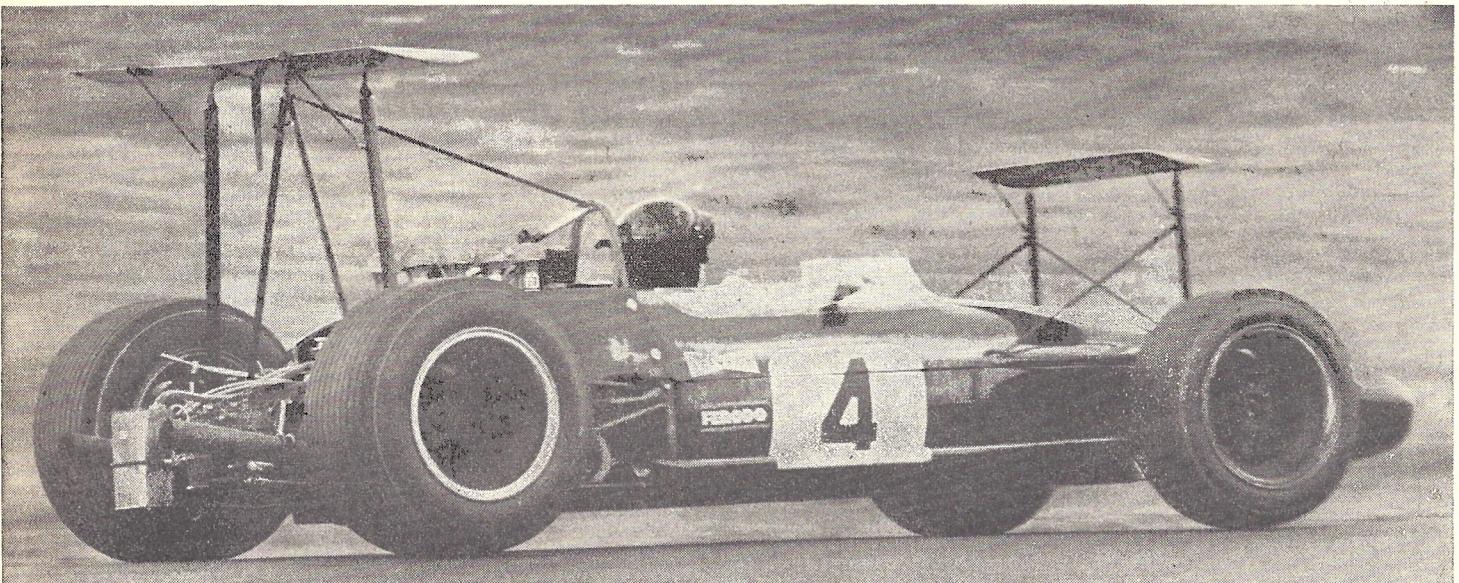
Ickx winning in the wet at Rouen.



On pole for his first GP: Andretti at Watkins Glen.



McLarens' fifth 1968 F1 victory: Hulme at Mosport Park.



Rindt had an unhappy year with Brabhams, retiring in 11 out of 13 starts.

beyond comprehension. His preoccupation with motor racing has sometimes caused him to be called unsociable, a criticism which is thoroughly undeserved.

If Surtees were only to drive for an established team like Lotus or Ferrari, and avoid the personal conflict which his dedication to motor racing and success sometimes produce, the results could be mighty impressive. Perhaps his coming BRM season will change his luck. The Honda RA 301 was a very good car on a fast circuit, for it had a great deal of top-end power, and towards the end of the season the road holding was as good as any of its competitors. As in 1967, the big problem was weight, which in turn increased braking and transmission loads.

The new air-cooled V8 should have been the answer, with its low frontal area and light magnesium chassis, but it arrived on the scene too late in the season, power output was disappointingly low, and the whole programme was set back months by poor Jo Schlesser's fatal accident in the new car at Rouen. These delays were no fault of Surtees', who had been expecting the air-cooled car since Monaco, and would never have run it, had the decision been his, until it had been thoroughly tested.

The Honda team should have had Chris Irwin as their No 2, but poor Chris had his horrific accident at the 'Ring in the Alan Mann Ford prototype long before a second Honda was available. With the exception of Schlesser's fatal outing at Rouen, the first time a second Honda appeared was at Monza, where David Hobbs had his first F1 drive in a competitive car. Hobbs was very impressive; driving for the JW concern has added to his useful fund of experience and he is a very fast yet utterly safe driver.

A driver who seemed to have a very rosy future at the beginning of this year was Jochen Rindt. Jack Brabham's team had sewn up the World Championship in both the preceding years, but the unlucky Rindt chose the only non-vintage Brabham year for a long time, and his BT26 proved desperately unreliable. At the beginning of the

year Brabham decided that, in order to stay competitive, they would require a four-valve engine which Repco had already designed. The new engine proved to be fragile and tended to drop valves with monotonous regularity. Continual mechanical failure did nothing for the team's morale and left little time for refinements to the chassis; consequently when the engine was going the drivers had to work extraordinarily hard to do a good time. It wasn't that the BT26 space-framed chassis was inferior to the others; it was just that everyone had got used to the idea that a Brabham would always shine in the road-holding department and here was a Brabham which was as good as but no better than the competition.

To be fair, Jack himself took very much a back seat, always letting Jochen have the best car, but as often as not there was little to choose between their mounts. It all must have been very frustrating for Jochen, who is so determined to get on. Next year with Lotus promises better things.

Utterly realistic

Bruce McLaren has always gone motor racing in an utterly realistic way, and this season was no exception, earning the team really excellent results. Having experimented with a BRM engine in his F1 car at the end of last year, and using a lot of ideas gained in the CanAm Series, Bruce and Robin Herd designed the M7A round the Ford Cosworth engine. Bruce McLaren Motor Racing then hired World Champion Denny Hulme, built three chassis, and went F1 racing in exactly the same way as they had successfully tackled the CanAm Series. The cars' first outing was at the Race of Champions, where Bruce McLaren won convincingly. In the championship rounds an orange McLaren could always be found near the front of the grid, and consistent finishes gave Denny Hulme third place in the championship, with a chance of outright victory right up to the last race.

The M7A is a good car, although it suffered from chronic understeer on some cir-

cuits. Denny Hulme is a typical professional driver, quiet and modest; he avoids the small talk and tall stories on which others thrive, and is the first to give an unbiased story of the race. He seems to know just the moment when it's worth making that extra effort, yet never sticks his neck out unnecessarily. Bruce McLaren comes into the same category, which is perhaps why they get on so well together.

In complete contrast to the McLaren team, BRM chopped and changed all season. At the end of last year they dropped the H16 BRM and decided to develop a V12, which was an extension of their successful V8 Tasman engine. Many people assumed that this was a temporary measure, for it was known that they were working on a lightweight version of the H16 which promised to have great potential. The chassis they used for the V12 was a Len Terry design and, when the combination first appeared in F1 form at the Race of the Champions, it looked to be a pretty potent machine. Mike Spence had done a great deal of testing with Tony Rudd and the results were excellent. Spence drove the car brilliantly, and it looked as if BRM were about to make a comeback.

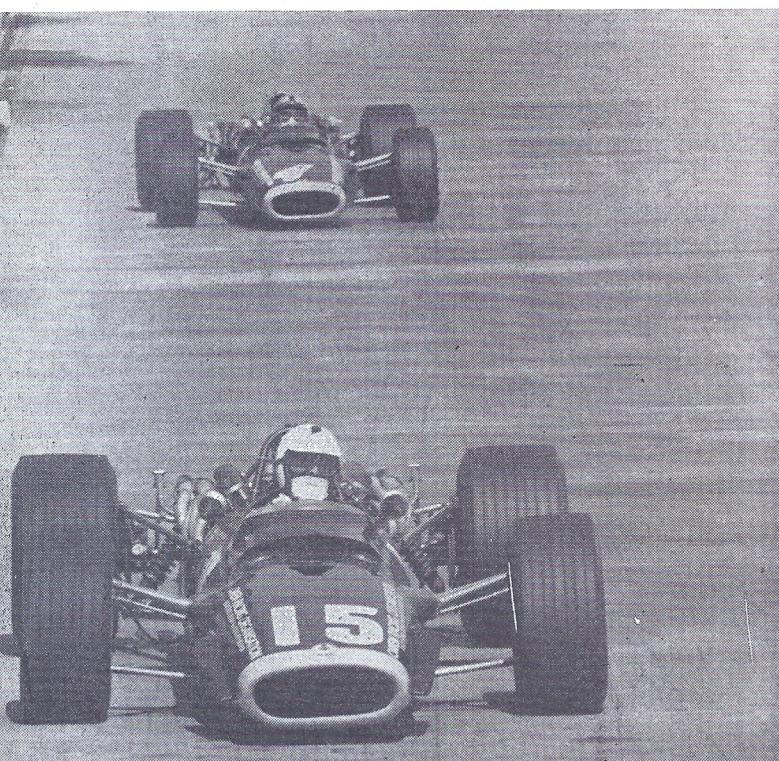
Then tragedy struck. Spence was killed at Indianapolis driving the Lotus Turbine, and without his unparalleled testing abilities the Type 126/133 BRM never developed as it might have done. Had BRM given Spence a better financial deal he might never have accepted the Lotus drive at Indy, for he often told me that he considered Indianapolis a mug's race, and that the only thing it offered was big money.

However, BRM still had Pedro Rodriguez, a driver who improved out of all recognition as the year went by. BRM had shelved the lightweight H16 as they had been given orders to make the V12 competitive first, but as the season progressed it became increasingly apparent that the V12 BRM was not a competitive car. Pedro drove brilliantly at Jarama until he crashed, and his performances in the rain at Zandvoort and Rouen put him into the Stewart/Surtees/Ickx category as a wet-weather driver. He is determined to go places in F1, and the fact that his car wasn't up to the competition would have disheartened a less determined driver. The fiery Mexican had to endure frequent mechanical failure in practice if not always in the race as BRM strove to make their two-valve V12 competitive, yet never seemed to lose enthusiasm.

Smell of victory

After Spence's death Attwood joined the team. His first outing was at Monaco, where he drove an outstanding race to finish second only fractions behind Graham Hill, having set a new lap record. Attwood is, however, a driver who needs the smell of victory in the air before he can give of his best, and at Spa and the Nürburgring, when he found his BRM outclassed and realised the futility of his task, he tended to give it up as a bad job—who could blame him? BRM then took the decision to sack him and enlist the services of Bobby Unser, winner of this year's Indianapolis. Top USAC drivers are not in the habit of driving uncompetitive machinery, and it came as no surprise when BRM's engine consumption rose dramatically. Bobby made it quite clear that, as much as he liked the BRM crowd, he wouldn't stay unless they gave him a quicker car.

The official BRM team was ably supported by Tim Parnell's so-called private entry, which was in fact a third works car. Piers Courage got his first proper chance in F1 driving for Tim, following his fine showing in the Tasman Series. Although no contract was signed at the beginning of the year, and Courage was offered a ride with Lotus, the elegant young Englishman stayed with the Parnell team, where he acquitted himself



Attwood's moment of glory came in his chase of Hill, and new lap record, at Monaco. Here he leads BRM team-mate Rodriguez into Tabac.

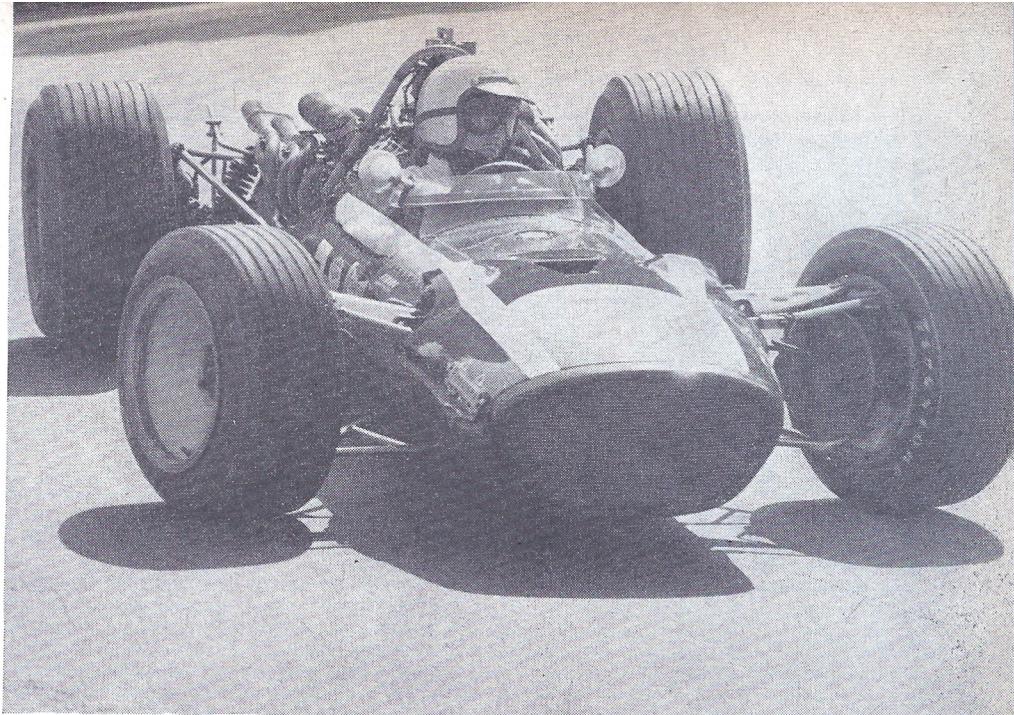
most admirably, often going faster than the works cars.

Rob Walker had his most successful season since his association with Stirling Moss. Jo Siffert once again drove for this private entrant, and Lotus provided some pretty up-to-date machinery in the 49B with which Seppé won the British Grand Prix. Siffert drove magnificently throughout the year and, despite many offers—including one from Ferrari—the Swiss has opted to drive once again for Rob Walker next year. This is a shrewd move, for Walker will always run the very best equipment, and the team enjoys the highest morale at all times. Perhaps just as important, however, is the fact that it left Seppé free to sign for a full season as Porsche's No 1 driver for a very large bag of gold. Siffert has shown himself to be among the very best, but what is not so widely known is that, like Hill, he came up the hard way.

Jean-Pierre Beltoise spearheaded the French attack into F1. Unfortunately for him the V12 Matra didn't have sufficient power, and it was only at the very wet Dutch Grand Prix that he was able to excel, though of course he had gone well in the Spanish GP when he drove the Tyrrell Matra-Ford. JPB is the idol of French motor racing and he has considerable ability which, when coupled to courage, gives surprisingly good results. Every year the Frenchman shows the value of the experience he is gaining, and the Matra concern hope to provide him with a more competitive car for 1969.

JPB's team-mate towards the end of the season was Henri Pescarolo, who in many ways can be likened to his team-mate; however, unlike JPB, Pepsi-Cola tends to drive with his head rather than with his heart, and the results he obtains often reflect this. Next year he is almost certain to be doing a full season in the second F1 Matra, where his recently gained experience as a very able test driver will serve him well.

The other Frenchman who hits the headlines in F1 is Johnny Servoz-Gavin, who is tremendously popular in England as well as in his native France. Servoz-Gavin is like an



Lucien Bianchi was one of several drivers to get a Cooper ride during the season; here he is at Monaco.

embryonic Rindt, with incredibly fast reflexes and absolutely without fear. His former playboy habits endeared him to many and made wonderful press material. When he drove the Tyrrell Matra-Ford at Monaco and led during those early laps the French were beside themselves with excitement, and this performance did much towards keeping the blond Frenchman a place in the Matra team for next year, if not in F1.

John Cooper had one of his worst F1 seasons for many a long day—we've missed seeing his victory roll for a long time now. The problem was one that grew. To start with, their chassis was heavy and bulky compared with its competition, and then they only had BRM power. In the first few races, however, the cars were reliable, and

Brian Redman and Lodovico Scarfiotti did surprisingly well. But then Lodovico tragically lost his life driving for Porsche in a hillclimb and Redman suffered the terrifying accident at Spa, all of which left the team in a very depressed state.

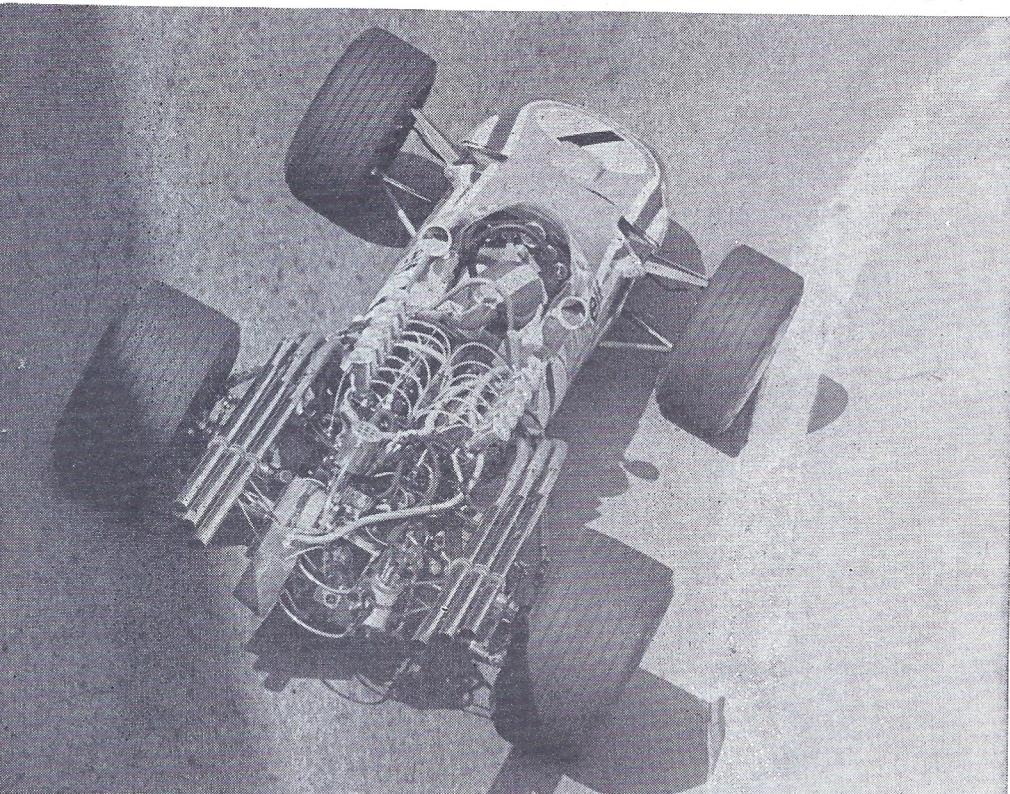
At that stage in the season it was difficult to sign established drivers, and the cars' poor record meant that the team had to go for *comingmen* who needed an F1 drive even in an uncompetitive car to make their names. Thus Vic Elford joined the team, followed by Robin Widdows. A proposed tie-up with Alfa Romeo meant that Lucien Bianchi was under contract, and Lucien did sterling work for them, but it was a shame that the Alfa engine was never raced.

Brian Redman, the popular northern driver, was the most outstanding of the new men with the exception of Ickx. After Spa, however, he was an unknown quantity because the effects of his arm injury were difficult to forecast, so anyone wishing to sign him for next year was taking a gamble. Wisely Brian has signed a prototype contract with Porsche, but he will undoubtedly find himself in an F1 car during the year.

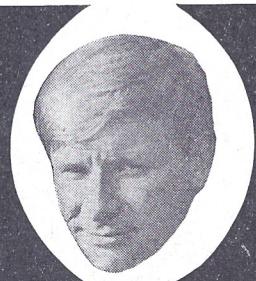
Vic Elford, in his first year in single-seaters, showed himself to be a natural. When it rained, reducing the Cooper handicap, Quick Vic went unbelievably fast, and when it was dry he showed that he was getting everything available out of the car.

For next season Coopers have a brand new monocoque chassis which is both light and streamlined, and if the Alfa engine proves competitive, with Elford at the wheel Coopers could be back in the running again. Also contracted for next year is Robin Widdows, a driver who has improved out of all recognition in the past 12 months; he too will go well if the car is competitive but, unlike Elford, his future is less rosy if he finds himself driving an also-ran.

What of next year? Even now a few plans remain to be settled as I write, with Ickx's move to Brabham still unconfirmed and rumours rife of Andretti's offer from Ferrari. Lotus, with Hill, Rindt and 4wd, will be strong, and Stewart is again a favourite with the Tyrrell Matra. McLaren and Walker will remain very much on the scene with good cars and good drivers but, despite Surtees, BRM remain an unknown quantity. One thing seems sure: as long as everyone gets enough sponsorship to keep them going, it's going to be another vintage year.



Jean-Pierre Beltoise in the V12 Matra at Monaco. The car was thirsty and heavy, but promises to be more competitive in 1969.



COLIN MALKIN

Just outside the town there was a bridge, and Colin's rally ended many feet below on the river bank....

COCKPIT CAMEO

ONE man has totally dominated the club rallying scene this year to an extent that is unparalleled in recent years: 1968 has indeed been the year of Colin Malkin.

Emerging from a former reputation of infamous and rapid abandon, Colin's driving has matured to its present level approaching perfection. The RAC Rally Championship, the British Trials and Rally Drivers Association Gold Star Rally Championship and, currently considered by the circus as the most highly prized of all, the *MotorSport News* Rally Championship, have all been captured by Colin's winning combination.

But Colin is first to place praise where praise is due, and therefore is supremely grateful to his *équipe's* main ingredients—a works prepared Hillman Imp and John Brown's navigation.

Colin, now 25, started off in what must surely be the most commonly-used trainer of them all, the Morris Minor. He passed his test the day after his 17th birthday and enthusiastically charged at his first event, run by the Rugby MC. The result had to be, and of course was, a roll. Surviving this initial bleeding ceremony, Colin moved on to an A40 Farina, which suffered the same fate. So, severely bitten by the bug, Colin turned to navigating—it had to be cheaper.

Such eminent gentlemen as Roger Mac, driving an ex-works Sebring Sprite and a works-prepared Sunbeam Rapier, Jim Gardner, Ernie Hunt, and the sole Red Rose Motors entry of Archie Dobie on the 1965

By RICHARD HUDSON-EVANS

Welsh International, all provided Colin with masses of invaluable experience in rallymanship. While spending most Saturday nights directing others around the intricacies of major club rally routes, Colin kept his hands and feet in at loose surface sport by autocrossing a Lotus 6 and a Mini for three seasons, with frequent success.

However, the call of the whites became too much, and the ex-John Fitzpatrick Mini was purchased. On its first outing in 1293 form, the end came swiftly on the Farmer's Road. This time the wounds were not licked for very long, for a very tatty 850 was bought for £50 and the resultant 1300, with Autocross Champion John Gunn in the "bravery chair," romped into prominence and the establishment with a fine sixth overall on the Welsh. It also happened to be John's first big rally!

Living at Kenilworth, Colin was able to keep his ear tuned to the works grapevine, and his talent did not go unnoticed. A 998 Imp was loaned for the Circuit of Ireland, and the reward for the works was a class win, first Imp home and seventh overall. Colin then bought his own Imp and had it prepared by the works. After demolishing most of the front end against a non-competing vicar a few minutes before the start of the next Welsh, Colin came home tenth.

Hasty repairs were, however, to prove rather short-lived, for next came the Monte, and with it a classic Malkin retirement. On the road section from Barles to Digne, Vina-

tier in a Renault overtook Colin's Imp. Colin then retaliated and stayed in front, almost to the control itself. Just outside the town there was a bridge, and Colin's rally ended many feet below on the river bank. Vinatier booked in at the control, while out of the most crumpled Imp on record, the crew amazingly emerged unscathed.

Unlike so many rallymen, Colin Malkin is the complete all-rounder, and a very competent circuit racer. A couple of seasons ago he intended having a real go in the ex-Bloomfield Diva 1500, but "found it too fast," so he used a Lotus 7 instead. In this car, which had started life as a Lotus 11 and retained its de Dion rear end, Colin scored an impressive score of six wins and two lap records out of eight outings. Unfortunately with his present crowded rally calendar he has had to leave club racing alone. But he hopes eventually to try his hand at long distance sports car or saloon racing abroad.

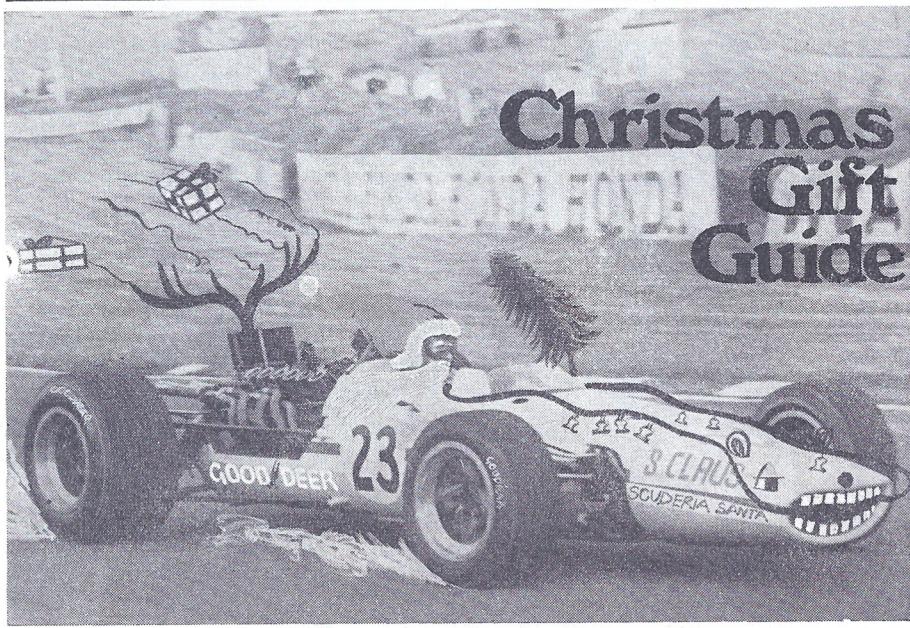
Last season Colin used a Californian as a demonstrator for selling Rootes cars. But it soon became works-tweaked, and was all set up for the RAC that never was. When rallying recommenced after the foot and mouth epidemic, the Bristow started off the winning streak. However, the Circuit of Ireland ended with an experimental bottom pulley coming off, and shortly after this a road accident finally eliminated the car once and for all.

A full works car was loaned to Colin and John for the Scottish, and third overall was the magnificent result behind Clark and Ytterbring. Now, with no rally car of his own, Colin moved nearer the works, and repaid their loan of a car with a string of wins, including all three home Nationals—the Bolton, the Vales and the Castrol Express and Star. Having an untouchable score of championship points, Colin is now devoting all his efforts to the London to Sydney—at Bombay he was lying sixth overall with Andy Cowan and Brian Coyle in the lone works Hunter.

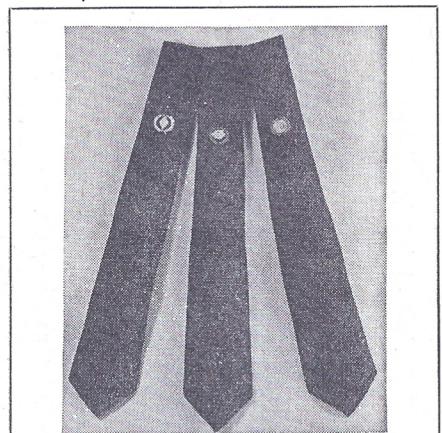
Apart from emphasising very effectively that the Imp is definitely an "in" car for rallying, as well as enhancing its sales image in 1968, Colin Malkin has undoubtedly made himself the man to beat in 1969. He will continue to enter home events, and try to stay ahead of his brother Barrie, but his main ambition is to take on Europe's best in such classics as the Tour de Corse and the Alpine.



On their way to yet another victory (the Bolton), Colin and navigator John Brown tackle a ford.

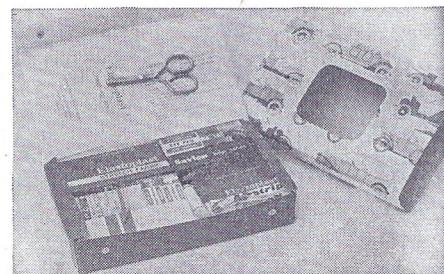


HORNE BROTHERS LTD have come up with an answer to the Christmas gift problem by introducing a "dial-a-gift" service. By telephoning 01-985 7941 and asking for Mr William Phillips, you can be advised on gifts for all the family as well as a lot of novelty gifts for the motorist. Most of the large accessory makers are represented, such as Fownes with their Jack Brabham Kangaroo skin driving gloves, which retail at £2 19s 6d. There is a range of Polco products, one novelty item being a gift pack containing a St Christopher key ring and a magnetic box for a spare key which can be hidden under the bonnet for emergency use; this kit costs 13s 11d. Another inexpensive gift for the Mini owner are Mini shaped enamel cuff links at 15s 9d.



NECK TIES are a very popular Christmas gift, and what better way of choosing the right one than to buy a tie with a car badge emblem on it. These are available from Alexander Engineering Co Ltd, Haddenham, Nr Aylesbury, Bucks, in either dark blue or green washable terylene and they retail at £1 4s 0d.

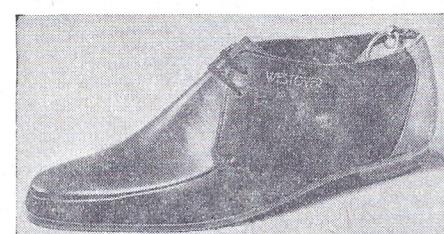
A GIFT that makes good sense any time of the year is the Elastoplast first aid kit. This is a kit designed especially for the motorist and comes neatly packed in a strong plastic case. There are 14 items ranging from a simple tin of sticking plasters to dressings, scissors and safety pins. The kit is wrapped in an attractive vintage car design cover and costs 19s 11d, a small price to pay for such an essential item.



AN INEXPENSIVE yet none-the-less attractive gift is a Freeline key fob for Christmas which costs 6s 6d. The fobs have a real leather tag and enamel decorated chrome or bronze finished emblem, and there are over 100 different car makes and models available. A new range of sports designs have also been introduced recently covering everything from motor racing to winter sports.



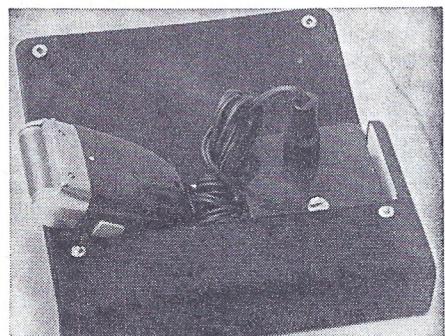
PORZELACK car care products are now available in three different Christmas packs ranging from 4s 6d to £1 0s 0d. The £1 pack contains a tin of Brilliant colour sealer, Perfect polish and six sachets of wax shampoo.



DRIVING SHOES are always a useful gift and Edward Lewis "Westover" Shoes, one of the leading driving shoe manufacturers, have just introduced two new attractively styled shoes onto the market. One is the GP boot with a lace up front and the conventional shoe styling while the Mk 4 is a slip-on casual. They are available in light and dark shades of soft leather and a reversed calf suede, at £5 10s 0d for the boot and 5 gns the slip-on.



AN IDEAL GIFT for the winter racing enthusiast or indeed for the enthusiast the year round is the Checkpoint rally jacket, which is one of the nicest of the many available. Produced in dark blue quilted nylon with a scarlet drip-dry lining, the jacket features a very strong zip front which enables top or bottom opening, very useful twin inside map pockets, a frontal top licence pocket with Velcro fastening and a fold-away nylon hood with ear muffs. Despite tax increases throughout the year, Checkpoint have kept the price at a very reasonable £8 19s 6d for the small (38 in), medium (40 in) and large (42 in) sizes with the extra large (44 in) version available at £1 5s 0d extra from Checkpoint, 83 Euston Road, London NW1 or their northern branch at 26 Trafford Street, Manchester 1.



A USEFUL GIFT for both the home and car is the new battery-operated shaver from Ronson called the Wayfarer. It operates from four 1½-volt batteries stored in a convenient box or it can be plugged into the car battery supply; either 6 or 12 volt can be used; there is a dual voltage adjustment. It is made of high impact plastic and also features a trim attachment. The Wayfarer comes complete with travelling case and costs £10 19s 6d.



EPIC ACCESSORIES, 122 Meadvale Road, Leicester, produce a worthwhile accessory for owners of rear engined cars. This is the Hermes Aerofoil which is simply bolted to the front of the car and which will keep the steering more positive at high speeds and reduce the effect of strong crosswinds. So confident are the manufacturers of the effectiveness of their product that there is a money back guarantee if the customer is not satisfied. The Aerofoil costs £3 19s 6d plus 5s 0d postage and packing, and will fit any make of car.

CHRISTMAS GIFT GUIDE

CONTINUED

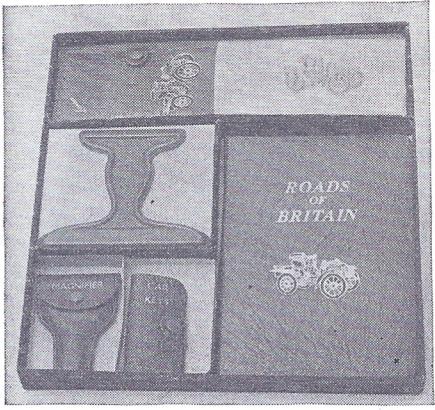
A REAL SPACE AGE Christmas present which was developed through space research is the new Space blanket. It is made from a new super insulation material that looks like a silver-coated cloth which will retain body heat far longer than conventional blankets. It is also very light and will fold up to pocket size, and is therefore ideal for the outdoor type as the large blankets can be wrapped right round the wearer keeping the cold out and heat in. Sizes and prices are: 56 x 84 ins—£3 8s 6d, 56 x 39 ins—£2 5s 0d and the blankets are available in several different colours.



KAROBES LTD, Queensway, Royal Leamington Spa, are producing a new winter car coat made from check tweed which costs 11 gns. The coat has a brown nylon fur collar, and a beige fleece lining.



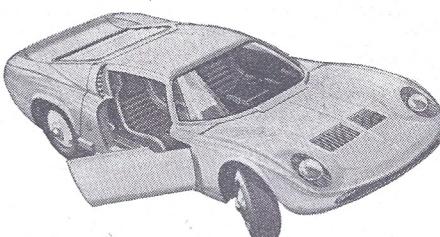
W. H. SMITH have brought the leather look to Christmas with their Motorists' Gift Set. It consists of five useful items either trimmed or made with leather, plus a handy sized duster. These items are: a driving licence holder, a key case, windscreenscraper, a road atlas of Great Britain and even a magnifying glass in a leather pouch. The kit costs £2 8s 6d from most branches of Smith's bookshops. Although the kit is a complete gift in itself and comes neatly laid out in an attractive box, individual items would also make very acceptable gifts for several members of the family. As well as this kit Smith's also carry a large range of other motoring gifts from which to choose.



SPOTLIGHTS are always near the top of the Christmas gift list for the motoring man and for this Christmas, Wipac have introduced a matching fog and spot light with a new redesigned lens to give greater light intensity. They are both fitted with a quartz-halogen bulb and the lamps themselves are finished in stainless steel. They come complete with mounting brackets and cost £5 7s 6d.



A VERY USEFUL present for the lady of the family is an Insulex gift. There is a complete range of insulated food-ware items which will keep food and drink both hot and cold. A particularly useful item for the motor sport enthusiast is the 1½ pint insulex food jar which will keep food piping hot for up to 4 hrs and salads or butter, etc, cool for 8 hrs. The inside of the food jar is stainless and easily cleaned and the wide mouth makes serving food a lot easier than on the conventional thermos flask. Price of the food jar is £2 6s 9d and it is available in red and blue. Other useful items are tumblers and mugs at 6s 7d each or an insulated 1½ pint jug which costs £2 9s 11d.

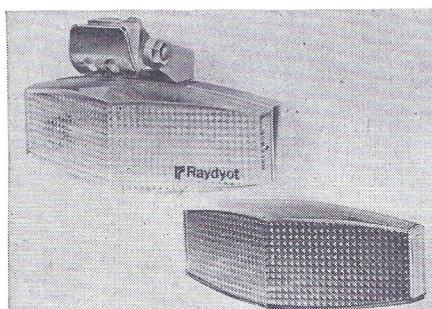


ALWAYS POPULAR with children at Christmas time are the Matchbox range of scale model cars. The latest collector's piece is the scaled down version of the Italian Lamborghini Miura. Working features of the model are the Lesney auto-steer device, opening doors and working suspension. Gear and brake levers even are faithfully reproduced and the car is finished in bright yellow. The price is the same as the rest of the Matchbox range which is 2s 3d.

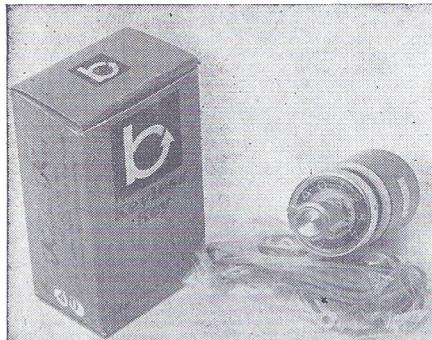
FOR THE DO-IT-YOURSELF tuning enthusiast the Coltune 2 tuning kit is now on the market at £4 17s 6d and is considerably better than the original kit. A transparent spark plug is screwed in place of the normal plug so that the mixture can be correctly adjusted according to the colour of the mixture being burnt. This applies to both 2-stroke and 4-stroke engines and is particularly useful for twin carb engines and fuel injected engines which are normally quite difficult to tune.



ONE OF THE OLDEST FIRMS in the vehicle accessory business is Raydot Ltd and one of their latest additions to the market is a clip-on reversing lamp. It costs £1 7s 6d and is made of tough, non-rust plastic. The main feature of the lamp is that it can be clipped to the car bumper in a few seconds without any drilling being required; the 12 volt 21 watt bulb provides ample light. There is also a spare red lens cover which can be clipped over the lamp for emergency use. The same kit, but including wiring and an illuminated switchpanel, is also available and costs £2 3s 6d.

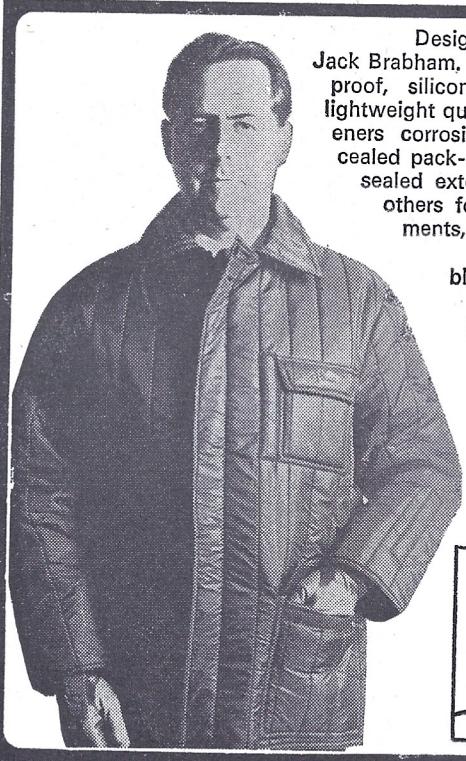


A RECENT ADDITION to the anti-theft devices now on the market is the "Kenny" Keyless Key device which is a combination ignition immobiliser. This costs £6 18s 6d which compares favourably with similar products and it has the added advantage of not needing a key to operate it which could be lost. It is a simple two-number combination device which is simply set on the face of the lock to cut-in the ignition circuit. This method is enough to deter the amateur car thief and joy-rider who between them account for around 80% of all cars stolen.



EVERYTHING NEEDED for a clean screen this Christmas is supplied in the Trico-Folberth kit. The kit contains a bottle of Anti-Smear liquid, solvent for the windscreen washers, a squeegee and a duster. The kit is available from most garages and costs 12s 9d.

Jack Brabham's zippy new driving coat from the Fownes stable

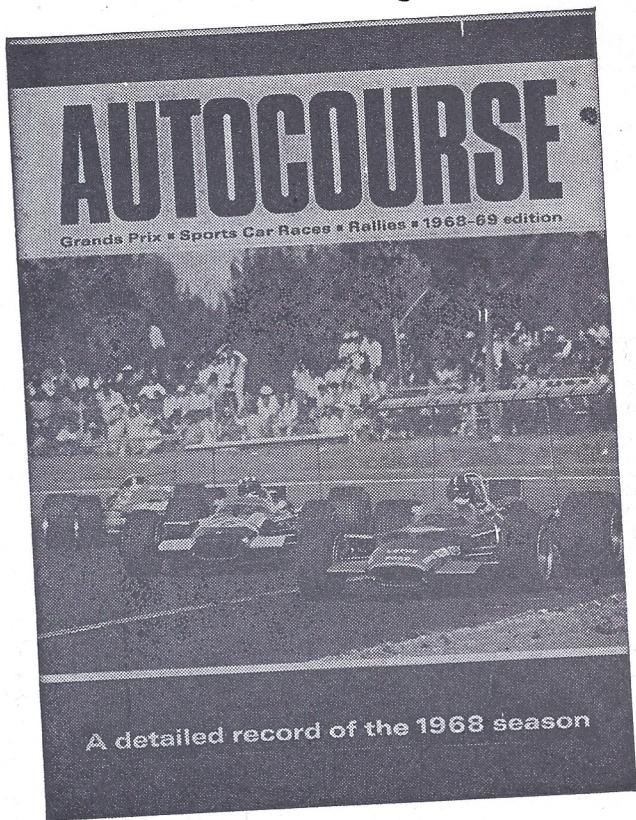


Designed and tested by Jack Brabham. Rain-proof, wind-proof, siliconised nylon with lightweight quilting. All zip-fasteners corrosion-proofed. Concealed pack-away hood. Fully-sealed exterior pockets and others for pencils, documents, glasses, cigarettes.

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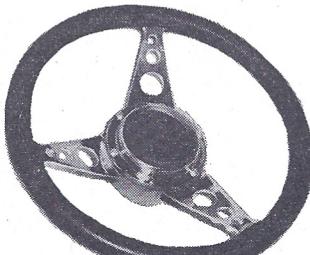
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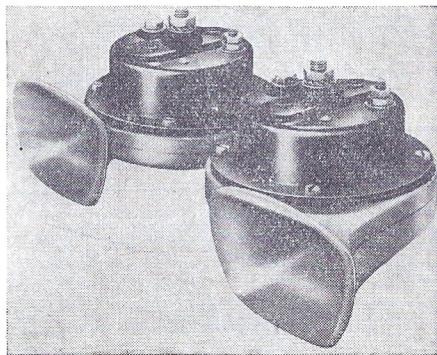
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CHRISTMAS GIFT GUIDE

AGFA-GEVAERT have produced a motorist's camera pack which would make an ideal gift for the sportsman. The kit contains a camera, film and flash cubes, which are all neatly packed in a sponge lined case designed to fit into the glove box of most cars. The kit, called the Auto-Set, costs £7 11s 9d and is available from most photographic shops and chemists.



MIXO MAXIM is the name of a new range of two-tone horns from Marchal Distributors Ltd. One high and low tone horn are operated simultaneously to produce a penetrating melodious tone. The compactly designed horns with bright red trumpets take about 40 mins to fit to most makes of British or foreign cars and cost £4 11s 10d per set.



A FAVOURITE every year with model enthusiasts are the all metal, 1/24th scale Auto-Kits made by a French firm and marketed in this country by Auto-Models, 70 Finsbury Pavement, London EC2. Two of the latest releases are both 1925 Austin 7s, the closed tourer and the open version with side screens. Although made of metal the kits are assembled with glue, and the standard of finish and detail is exceptional.

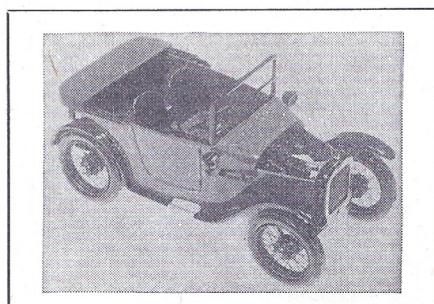
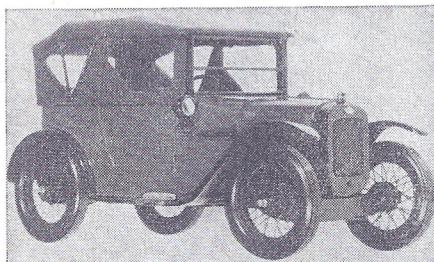
Main detail features are the removable bonnets

AVAILABLE ONLY FROM the Grand Prix Box Office at 254 High Street, Uxbridge, Middx. (tel: 32400), the Le Mans 24 Hours table-top game is new to this country and would make a good present for boys in the 10-16 age group as well as adults, although for the latter it might be a little simple—for example, at no stage are participants required to make a decision which influences the play.

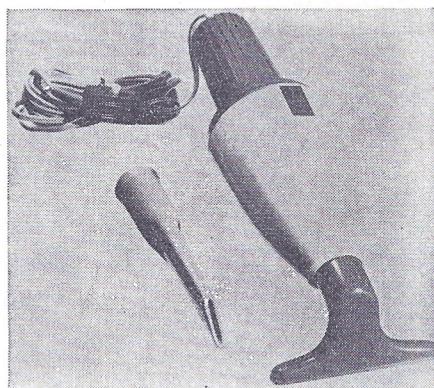
Up to eight players can take part, although the rules are a bit inflexible and for fewer than four to play the individual game is pointless. A colourful board (38 ins by 24 ins) shows a map of the Sarthe circuit, divided into 13 sections each representing one kilometre, some of which have restrictions on overtaking. Each player has one or two little plastic cars depending on whether the individual or team game is being played; these are moved according to the dealing to each player of the ordinary playing cards, each card corresponding to one suit.

The time limit is decided upon before starting, and the winner is the car which completes the greatest distance in that period (lap scoring is done on very natty individual tablets). Every 10 laps a compulsory pit-stop is made by each car.

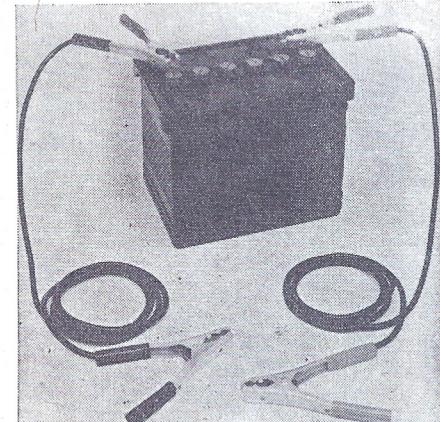
Not quite the sort of game for adults to while away all those cold winter nights, but certainly great fun for boys, and certainly good value (considering that it is imported from France) at 45s 6d; it is available direct from the GP Box Office—4s 6d p & p makes it a round 50 bob.



and accurate engine detail, while the wire wheels are ingeniously assembled by winding fuse wire round the hub and passing it through slots in the rim. The kits are supplied with windscreens, transfers, etc, the only extra things necessary being a small file and paints. The metal can also be shined to a high polish as on the Lotus 7 kit. Other popular kits are the past five F1 Championship winning cars plus many of the classic vintage cars. Average price of each kit is around £3.

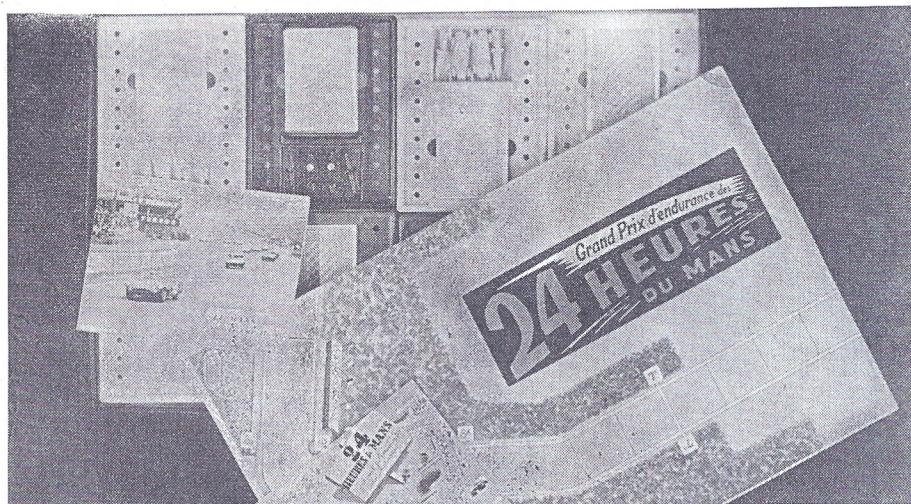


ONE WAY TO KEEP those garage bills low is to get down to the job yourself—and with the Kenmar undercar trolley, the do-it-yourself man can really get down to it with the minimum of fuss and mess, and the maximum of comfort. Marketed by Kenmar Exports Ltd, of Montpellier Street, Birmingham 12, the fibreglass swivel-base trolleys are priced reasonably enough to make a worthwhile Christmas present—the Junior model is 4 gns, the Senior (which includes tool holder) is 5 gns.



THE POOL CLOCK COMPANY who market under the name of Polco have just introduced a very useful item onto the market with their D1 Booster Cable. These are two lengths of pvc-covered aluminium-alloy cable with 6 ins alloy clips at either end. These "jumper" leads can then be connected to another car's battery if yours is flat and enable the engine to be started. Each clip is colour coded to ensure the right terminals are connected; the complete kit costs £1 19s 6d from most of the large accessory shops.

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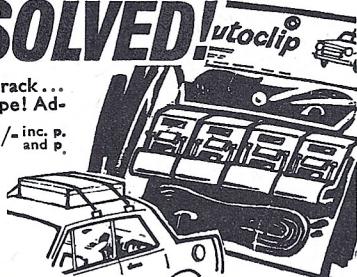
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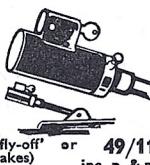
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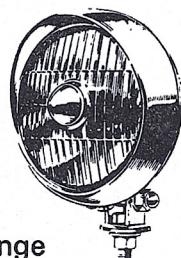
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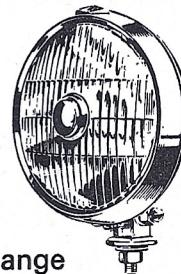
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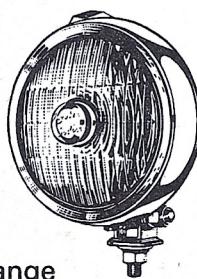
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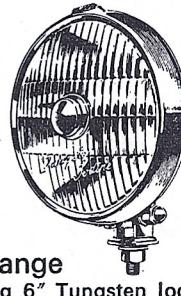
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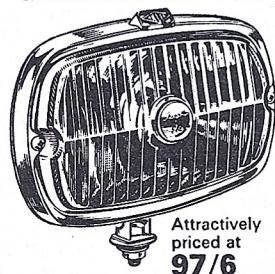
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Rallies



Tough Targa to Bloxham and Harper (Escort)

It has been three long years since John Brown has organised a Targa Rusticana Rally, years which have seen enormous changes in the style of organisation and the standards of rallying. Under Brown's régime, the Targa became well known as a hard, protracted battle, often as much against the wintry elements as anything. Despite the fact that this year's MN rally championship had long since been won and lost, there were far more applications for entry in last weekend's round than could ever be accepted.

For them, there was to be very little let-up for 8½ hours (all the route, save for just one mile, being on one map, 117) and fog which lingered on the hills was to make life that much more trying for the drivers. Two fuel halts split the rally into three parts, the first being held in the southern portion.

Soon, after the start, the descent from Stringwern Hill saw Wright/Viles leave the road in their Cooper S, the GT of Adams/Corner and the Hunter of Goulding/Jolley following too closely behind to avoid the wreckage in the fog. Shortly after TC6 came a teaser which immediately shuffled the order of the cars after some tried a little white road, hitherto unknown, and saved 3 mins over those who played safe and went the long way round. Barrie Malkin/Keith Wood in their sadly battered Lotus Cortina (running no 1) had been delayed by a stiffening gearbox, but rejoined the fray further down the field, while Barry Bayliss/Julian Chitty retired without brakes on their Lotus.

After a neutral section past Llanerfyl and another through Foel, competitors headed northwards towards Llanwddyn. Rodney Badham, whose disdainful driving of a Hunter has been one of the surprises of the year, paid the price when he overturned near Dyfnant, and another new name this year, Frank Pierson, had a puncture which dropped him down the scale towards his time allowance.

Things were close at the first halt, with Andrew King/Norman Salt (Lotus Cortina) leading with 3 penalty points from the 4 of Bob Bean/Martin Holmes (Lotus Cortina) and the 5 of Jimmy Bullough/Don Barrow (Escort TC). Straight after the restart, Will Sparrow/Nigel Raeburn (1.3 Cooper S) went off the road for good and five miles further on Bean/Holmes gave up when second and third gears were stripped. Not long after, King/Salt gave up an uneven battle with an evil clutch and alternator, while Mac

Targa winners John Bloxham/Richard Harper take a hairpin in their Escort near Meifod.

Graham-Clare/David Booth overturned their Locomotors Cortina GT.

The second part of the rally had meanwhile been heading northwards towards the Llangynog fuel halt, where navigators faced an awful decision. It was pretty evident, by this stage, that few people were going to finish clear of fails, so many navigators left the petrol halt before their due time and incurred high penalties accordingly. These early penalties were set at 30 marks per minute, as against one mark for a minute's lateness. After the petrol halts the route card said "Time may not be made up," and Barrow interpreted this literally, instead of as a warning against the high penalty, and roared off into the night with Bullough without clocking out. The move dropped him down to an eventual fourth.

The final part was held around the muddy Ceiriog Valley hills, where many marshals must have been very lonely, considering how many controls were missed by the later numbered crews. Memories of the Plains Rally, where cars were stopped by the steepness and muddiness of one of these tracks, were prominent in competitors' minds as they battled onwards, but this time they did not have this trouble. At every control, another competitor would go beyond his 30-mins lateness and have to cut across country to regain the route elsewhere. In the end only the first two cars genuinely finished the long, hard route in the time allowance, third placemen

Rod and Ian Cooper (Lotus Cortina) having availed themselves of 13 mins earliness at the last petrol halt and likewise visited every control point.

After the usual heart-stopping descent down the loose track to Glyndyfrdwy, once compared to the Gavia Pass in Italy, the struggle came to an end, with a neutralised run to the finish near Llangollen. It had been a Targa to remember; let us hope that the sincerity and thoroughness of the organisers with those who live on map 117 will lead to many more rallies such as this.

MARTIN HOLMES.

1, J. Bloxham/R. Harper (Ford Escort TC), 35 pts; 2, R. Lawrence/J. Morgan (Mini-Cooper S), 42; 3, R. Cooper/I. Cooper (Ford-Lotus Cortina), 431; 4, J. Bullough/D. Barrow (Ford Escort TC), 1F, 42; 5, C. Beynon/J. Henderson (Ford-Lotus Cortina), 2F, 431; 6, J. Booth/G. Booth (Ford-Lotus Cortina), 5F, 70; 7, L. Cowan/H. N. Watson (Mini-Cooper S), 5F, 161; 8, F. Pierson/D. Cowell (Ford Cortina GT), 6F, 245; 9, W. Baguley/R. Clift (Ford-Lotus Cortina), 6F, 698; 10, J. Morris/J. Litherland (Mini-Cooper S), 7F, 92.

Semi-experts

1, Baguley/Clift; 2, J. Parton/D. Taylor (Ford Anglia GT), 9F, 123; 3, A. Goulding/A. Jolley (Hillman Hunter), 11F, 166.

Novices

1, G. H. Batchelor/R. Powell (Ford Cortina GT), 17F, 111; 2, N. Bristow/J. Gearing (Ford Anglia GT), 24F, 167; 3, E. G. J. Edwards/R. Tansley (Ford Anglia), 25F, 119.

Best mixed

D. H. Wood/Miss V. Sadler (Mini-Cooper S), 8F, 260.

Wipac win for Newman/Gray

THE Buckingham & DMC's Wipac-Buckingham Rally has always included a number of roads of a roughish nature, and this year's event on November 30/December 1 was no exception. Rain had turned most of these to mud, and when the competitors finally caught the course cars, stuck down one such farm track, the rally came to an untimely end. However, everyone took it in good spirit, and after much pushing and heaving, most cars got through to the finish at Oxford.

The rally had started from the Wipac factory at Buckingham, and what appeared

a simple five-mile run-in to TCI proved to be the proverbial wolf-in-sheep's-clothing, the entry to the College Farm road at Preston Bissett being difficult to find. Only a few cars were penalty-free, and the 14-mile section to TC2 set the pattern by including the Chetwode and Marsh Gibbon whites, a muddy section on the latter causing many crews to stop in order to clean lights.

Several fast sections led across OS145 to the start of selective 1, a timed-to-the-second nine-miler. Targa timing was used and penalties were severe. The Allan Hem-

club news

nings/Donald Close Supersport GT was fastest on 20 m 20 s, 29 secs ahead of Brian Newman/Stuart Gray (Lotus Cortina); George Davis/Mike Wise (Cortina GT) were next, on 21:15.0.

This order was turned round on selective 2, which used mostly tarmac roads, Davis on 10:8.0 being 6 secs and 11 secs faster than Newman and Hemmings respectively. First notable casualty was Dave Minchin/Mike Mancey (1.1 Cooper S) with no petrol, followed by Lew Ward/Harry Showell (Cortina GT) who went straight on at the Fairford Airfield hairpin; they were out of time when they were eventually pulled back on to the road.

Halfway, at Swindon, saw Davis leading Newman by 40 secs, with the Reevespeed Cortina GT of Bill Harrap/Rod Palmer a further 2 mins adrift in third place. Soon after, however, Davis left the road on the section across Marlborough Downs, fortunately without injury, but the car was too badly damaged to continue.

The third selective used the Ramsbury disused airfield, and the organisers issued a diagram as well as arrowing the route. Newman just got inside 2 mins, with Harrap and Hemmings a few seconds slower. Mac Graham-Clare/David Booth were being slowed with binding rear brakes on the Locomotors Cortina GT, and were caught by Harrap and Peter Reddish/Frances Cobb (Cortina GT). The Hungerford Common notes-as-map triangle junction surprisingly penalised Stuart Gray's driver more than any other.

The fourth selective used the Marridge Hill and Baydon Wood tracks, and it was here that the weather finally won, the following sections being left out of the final results.

DONALD CLOSE.

1, B. Newman/S. Gray (Ford-Lotus Cortina), 31 m 16 s; 2, W. Harrap/R. Palmer (Ford Cortina GT), 33 m 48 s; 3, A. Hemmings/D. Close (Ford Cortina GT), 39 m 46 s; 4, J. Angell/G. Masterman (Ford-Lotus Cortina), 40 m 6 s; 5, C. Barney/I. Maycock (Ford-Lotus Cortina), 40 m 40 s; 6, P. Reddish/Miss F. Cobb (Ford Cortina GT), 41 m 19 s; 7, M. Graham-Clare/D. Booth (Ford Cortina GT), 43 m 26 s; 8, E. Swan/D. Lloyd (Mini-Cooper S), 45 m 52 s; 9, L. Pickering/P. Pickering (Hillman Husky), 47 m 59 s; 10, J. Bygrave/H. Boxhall (Mini-Cooper), 48 m 10 s.

● Lotus Cortina driver Brian Newman has won the LCAMC Rally Championship, having scored a superb 78 pts out of a maximum of 80; second man Allan Hemmings (Cortina GT) scored 71 and another GT driver, Peter Reddish, was third with 54. The navigators' award was won by Hemmings' co-driver and AUTOSPORT contributor Donald Close, who scored 71 pts to the 54 of Frances Cobb (Reddish's navigator) and the 48 of Mike Wise.

The final round of the championship was the South Bucks MC's Midnight Rally, held on maps 133 and 146 last weekend, which was won fairly easily by Newman/Stuart Gray. The event included one special stage, at Turweston airfield, near Brackley, Northants, which was 3½ miles long and underlined the superiority of the winning crew: they were comfortably fastest from the Cortina GTs of John Barter/Dave Kirkham and Bill Harrap/Rod Palmer, which were to finish the event in second and third positions respectively. The Hemmings/Close GT retired with engine maladies.

All but the first five retired or recorded fails:

1, B. Newman/S. Gray (Ford-Lotus Cortina), 7 m 40 s; 2, J. Barter/D. Kirkham (Ford Cortina GT), 11 m 32 s; 3, W. Harrap/R. Palmer (Ford Cortina GT), 14 m 0 s; 4, P. Reddish/Miss F. Cobb (Ford Cortina GT), 20 m 49 s; 5, J. Preston/J. Clement (Austin 1300), 27 m 32 s.

● Thomas Cook & Son's SCMS are holding their Winter Rally on January 11/12, starting in Crawley, Sussex. The rally will be over 95 miles, all on OS182. Other clubs invited in this copromoted event are COMCC, Croydon & DMC, Midland Bank MC, Silver Wing MC, and Sutton & Cheam MC. Entries (£1) close on January 1; regs are available from Mrs G. A. Edwardes, at 25 Kingsway, West Wickham, Kent.

● Out good and early are the regs for the Airedale & Pennine MC's restricted White Horse Rally on February 1/2. Eligible clubs are Bolton-le-Moors CC, BARC, De Lacy MC, Knowldale CC, Liverpool MC, Morecambe CC, Northern Rally CC, Shipley & DMC, Stockton & DMC, York MC. Entries close on January 25, and cost £3 10s; D. G. Whiteley, 22 Dorchester Rd, Fixby & Huddersfield, Yorks, has all the details.



Other events

● Woburn Park, the hillclimb home of the Sporting ODC, may have to close if plans of the Duke of Bedford to turn Woburn into a Longleat-type game reserve are approved by the authorities. The SODC have run events at the 800-yds hill (record 27.68 secs, held by Martin Brain in his big Cooper-Chrysler) for several years, including national and inter-club meetings. Already the SODC have had offers of other venues in the Dunstable area, and are confident that they will be able to continue to organise hillclimbs come what may.

● Frank Tiedeman, after 10 years as secretary of the Monoposto RC, has accepted the position of vice-president, and his place is being taken by Phyllis Hood (address: High Noon, Petersfinger, Salisbury, Wilts—Salisbury 5970), who will also continue as competitions secretary.

● Regs are out for the East Surrey MC's ACSMC championship Hangover Sprint at Brands Hatch on December 28. BARC, BRSCC, AHC, Cemian MC, JDC, M7C, Sevenoaks & DMC, Southern CC, SSMC and TEAC are eligible, and entries (45s) close on the 20th; SoM is R. J. Hepworth, 54 Toll Bar St, Basinghall Gdns, Sutton, Surrey (tel: 01-643 1232).

● Award winners in the Silverstone Sprint Championship have been confirmed as follows:

Jack Le Fort (3.0 Ferrari 250 GTO); John Wilson Lee (1.0 Mini-Cooper); Chris Mayman (4.7 AC Cobra); Don Harris (1.5 DMF-Ford 2/4 t/c); Len Gibbs (F3 Brabham-Lucas MAE BT21). **Ladies award:** Mrs Bluebelle Gibbs (1.1 Lola-Climax Mk 1).

● Last weekend's TEAC rallycrosses at Lydden were both dominated by Minis, mainly because of the very slippery conditions. Both days provided some close racing, the track used being the longer one taking in the hairpin.

Graham Craker in his self-tuned Cooper S took the honours on the Saturday, just pipping Glyn Swift in Marina Lush's S and Hugh Wheldon's similar car; on the Sunday Wheldon was only 0.2 sec behind Brian Chatfield's S, which won in the absence of both Craker and Swift, who both non-started.

Full report next week.

Saturday

1, G. Craker (1.3 Mini-Cooper S), 9 m 23.2 s; 2, G. Swift (1.3 Mini-Cooper S), 9 m 25.2 s; 3, H. Wheldon (1.3 Mini-Cooper S), 9 m 26.6 s; 4, B. Chatfield (1.3 Mini-Cooper S), 9 m 27.4 s; 5, A. Skelton (1.3 Mini-Cooper S), 9 m 28.0 s; 6, E. Clegg (1.3 Leda-BMC 1 Spl), 9 m 32.4 s.

Sunday

1, B. Chatfield (1.3 Mini-Cooper S), 9 m 1.8 s; 2, H. Wheldon (1.3 Mini-Cooper S), 9 m 2.0 s; 3, A. Skelton (1.3 Mini-Cooper S), 9 m 7.2 s; 4, J. Symonds (1.3 Riley Elf), 9 m 9.4 s; 5, G. Dawkins (1.3 Mini-Cooper S), 9 m 12.8 s; **Class winners:** Chatfield; N. Whiting (1.6 Ford Escort TC), 9 m 25.6 s; T. Graham (1.6 Lotus Elan), 10 m 17.2 s; E. Farncombe (1.6 Lillo-Ford Spl), 9 m 50.0 s.



The tail-heavy NSU of John Wales leads the Cooper Ss of Jon Mowatt and Gordon Dawkins during the BBCtv rallycross at Lydden last Saturday.

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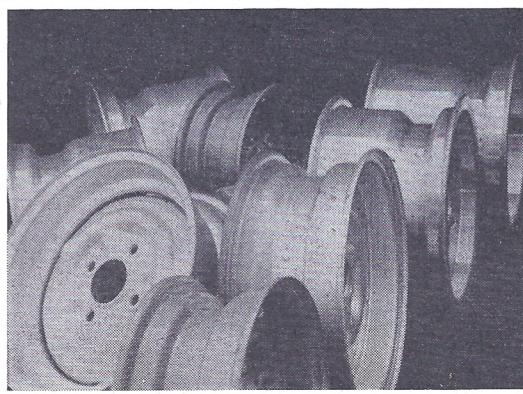
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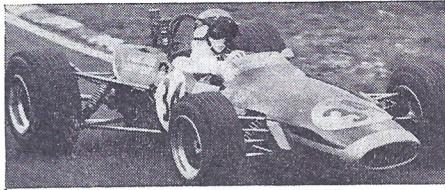
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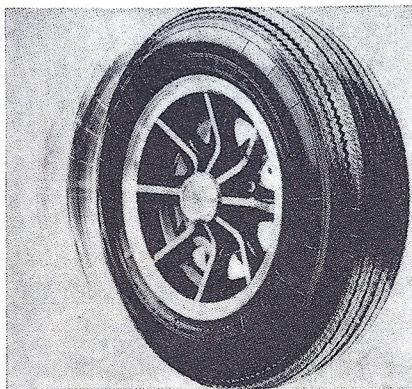
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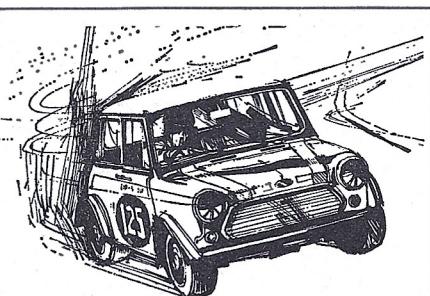
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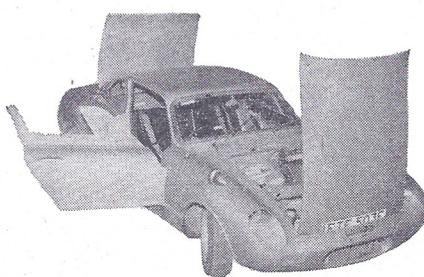
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All one piece rims—NO BANDS

Large selection all types new and used wheels, etc.
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For ALL cars—road and racing
Bolt on wheels—nuts free with set

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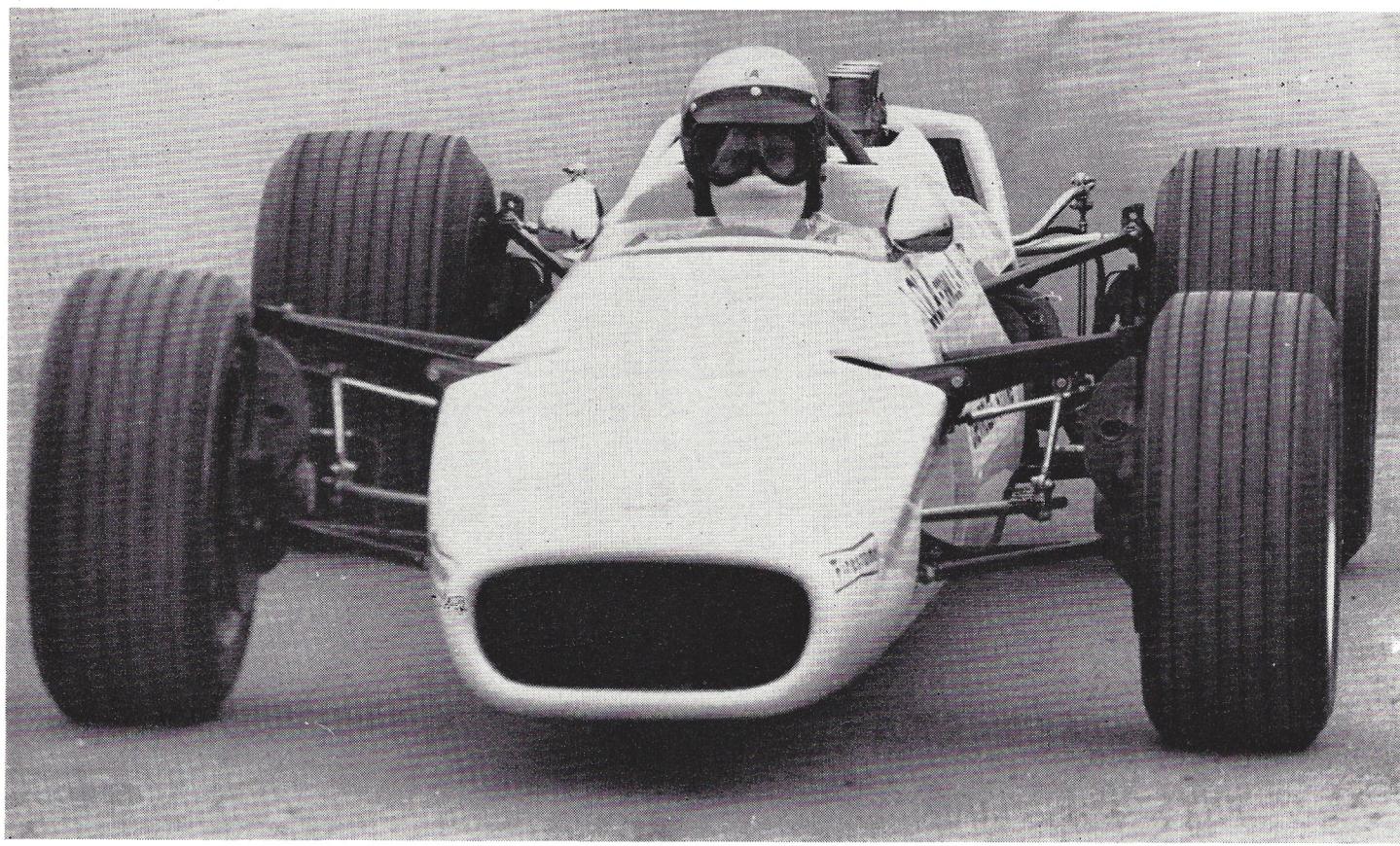
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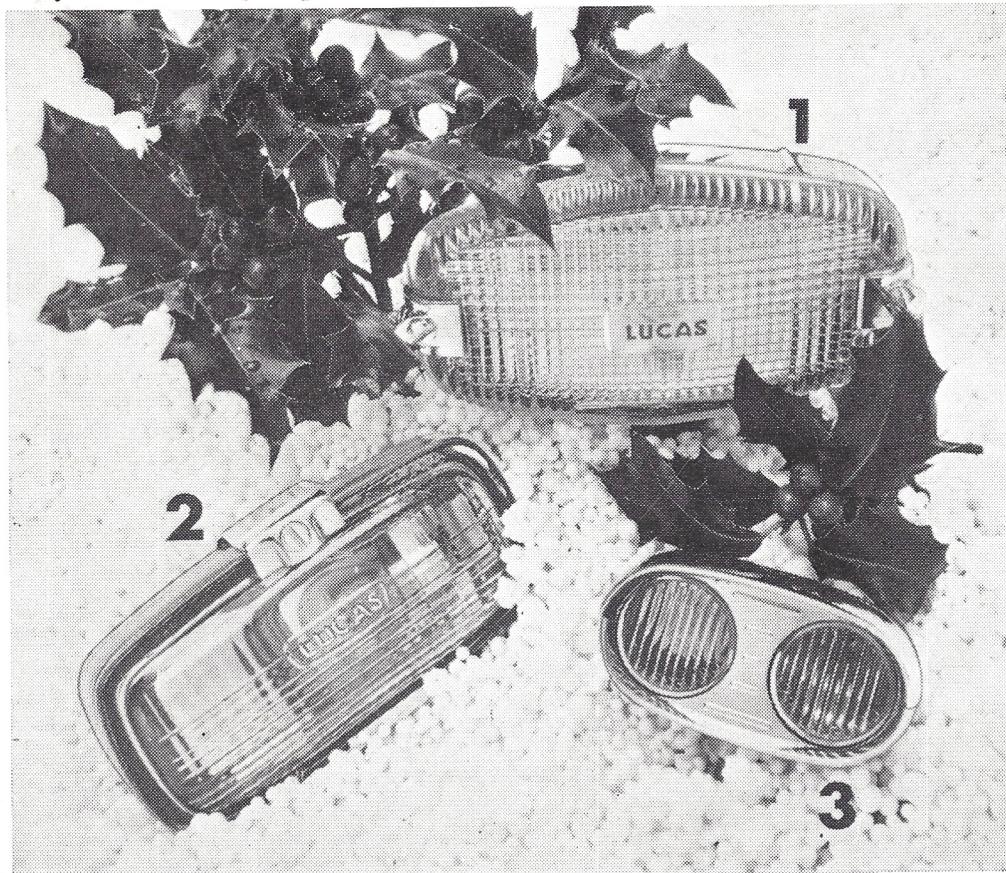
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